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# Navy News

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No. 131 MAY, 1965

Published first Thursday of the month

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## Little ships in the thick of it in the Far East NIGHTLY CLASHES

**THE Far East Fleet's growing Inshore Flotilla of minesweepers and Seaward Defence Boats has recently been involved in a series of fierce clashes at sea off Singapore and South East Johore, with heavily armed regular Indonesian troops.**

For nearly two years the minesweepers of the Inshore Flotilla have been engaged in round-the-clock anti-infiltration patrols but in recent weeks the normal dull routine of patrol work has changed dramatically. Almost nightly now the minesweepers are contacting and intercepting Indonesian sampans, kumpits and other small boats powered by fast outboard motors, in the restricted waterways off Singapore. Curfews are often imposed and contacts by the ships at night are usually guaranteed to be hostile.

In one recent incident a large party of Indonesians was intercepted and split up while it was on its way to link up with others who had already landed on the mainland of Malaya.

### INDONESIANS CAPTURED

The first contact came with H.M.S. Puncheston's interception of a 35ft. kumpit carrying 15 heavily armed men. The boat refused to stop to declare its identity and the kumpit was pursued by Puncheston at high speed for 20 minutes. One Indonesian was killed in the subsequent fighting and the remaining 14 were captured. Within hours a few miles to the south off the coast of Johore, H.M.S. Maryton and H.M.S. Invermoriston intercepted another heavily armed Indonesian boat on its way into the Malayan coast. This also refused to stop when challenged and immediately opened fire with mortars, machine guns and armalite rifles. A fierce fight ensued in almost total darkness and it was an hour before the sampan finally sank. Five Indonesians were recovered from the sea and cap-



H.M.S. Maryton, a 'Ton' class minesweeper, one of those which are engaged, night after night, with Indonesian infiltrators

tured and at least six more are believed to have drowned.

The following night H.M.S. Lullington challenged another sampan off Johore. The two occupants immediately jumped overboard and defied all efforts to rescue them from the water. Their bodies were not recovered despite a long search.

### MIDSHIPMAN KILLED

H.M.S. Invermoriston was involved in another incident when she contacted a small sampan approaching Singapore. Once more the Indonesians showed a determined effort to fight their way out and Invermoriston was forced to "fire to kill." The three Indonesians were killed, but a midshipman in the Invermoriston was unfortunately killed during the engagement when one of the minesweeper's own mortar bombs accidentally exploded.

There have been the usual crop of lucky stories in many of the incidents.

### THE JUNE ISSUE WILL CONTAIN A SPECIAL SUPPLEMENT DEVOTED TO THE SUBMARINE SERVICE

Maryton had three sailors very slightly hurt during one of her engagements, but a number of Indonesian mortar bombs bounced off the ship and exploded alongside without any great damage. She had about 50 bullet holes in the superstructure and Invermoriston too, came in for heavy Indonesian fire.

Chief Petty Officer Stephen Keane (48), coxswain of H.M.S. Maryton was on the wheel when one of the sampans replied to a challenge to stop with a hail of machine-gun bullets. He found afterwards that the bullets had gone between him and the wheel and peppered the wheelhouse all around him. He was unhurt.

### SOME EXERCISE!

A Chinese steward working in the wardroom pantry shortly after midnight also found armalite bullets thudding all round him. He reported later, "I thought it was a funny time for an exercise."

One ship in a recent engagement found most of the contents of the flag locker holed by machine-gun bullets. They are thinking of keeping them as battle trophies. And to round off the humorous side of the engagements with Indonesian boats, one minesweeper sailor is proudly displaying a pair of trousers which he can no longer wear. A hail of machine-gun bullets has produced a hole where the seat should be.

## FREEDOM OF CITY FOR PORTSMOUTH COMMAND

### Launch of Victory commemorated

**WHEN the Honorary Freedom of the City of Portsmouth is conferred upon the Portsmouth Command of the Royal Navy on May 7, about a thousand officers and men will exercise their newly gained right to march through the city "with colours flying, bayonets fixed and to the beat of drums."**

The date chosen for the conferment has a special significance, for it was on May 7, 1765, two hundred years ago, that H.M.S. Victory, flagship of the Commander-in-Chief, Portsmouth, was launched at Chatham.

The "Freedom" celebrations commence at 9 a.m. on May 7, with the ceremony of Colours and Divine Service in H.M.S. Victory, followed by the planting of an oak tree by the port bow of the ship by the Lord Mayor of Portsmouth (Alderman J. A. Nye, J.P.).

With the Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.), and the Lord Mayor at this ceremony, will be the First Sea Lord, Admiral Sir David Luce, G.C.B., D.S.O. and Bar, O.B.E., five former Commanders-in-Chief, two former Admirals Superintendents, Portsmouth, the Bishop of Portsmouth, ten former Lord Mayors of Portsmouth, and serving Flag Officers and General Officers, Royal Marines, of the Portsmouth Command.

At 10.45, in the Southsea Castle Arena, the Royal Naval Parade forms up, the Lord Mayor receiving the Commander-in-Chief at 10.55. After the inspection of the Guard, the Certificate of Admission to the Freedom will be read, and the Lord Mayor will present the handsome casket containing the Scroll to the Commander-in-Chief. A "feu de joie" will be fired and the Queen's Colour will be marched on to the Parade Ground.

After the main guests leave the Arena at 11.25, there is to be a ceremonial march through the City to the Guildhall and the Royal Naval Barracks, by way of Castle Avenue, Palmerston Road, Grove Road South, Elm Grove, Kings Road, Hampshire Terrace, Landport Terrace, Commercial Road and Edinburgh Road. The March Past the Guildhall is timed for 12.08 to 12.15. The salute will be taken by the Lord Mayor and the Commander-in-Chief.

There is to be a civic luncheon in the Guildhall at which just over 500 are expected.

In the event of wet weather, the ceremony of conferment will take place in the Connaught Drill Hall, followed by a Ceremonial March Past the Guildhall.

In connection with the Freedom ceremonies the Commander-in-Chief, Portsmouth will dine former Commanders-in-Chief, Portsmouth, former Admiral Superintendents, Portsmouth, and the First Sea Lord and the Second Permanent Secretary of State (Royal Navy), A. L. M. Cary, Esq., C.B., in H.M.S. Victory on the evening of May 6.

## RUSSIANS SING IN VICTORY

**THE Royal Navy, H.M. Dockyard, and the town of Chatham are holding a special Bicentenary Week, from May 7 to 16, to mark the 200th anniversary of the launching of H.M.S. Victory, the most famous warship of all time.**

It was on May 7, 1765, that the Victory was launched at Chatham, and the star attraction during this special week will be a large exhibition in the dockyard. The exhibition will be open to the public and its theme will be the contrast between the Navy of 1765 and the Navy today.

### SPECIAL CEREMONIES

During the Bicentenary Week there will be a march through the streets of Chatham, the ceremonies of Beating Retreat and Ceremonial Sunset, and daily lunch-time concerts by the band of the Royal Marines, a special service and a festival of music at St. Mary's Church near the dockyard, tree-planting ceremonies, lectures at the Town Hall, a civic ball and contests between Naval and Royal Marine cadets.

At Chatham's Gun Wharf, now known as Riverside, warships will be open to visitors, and there will be open-air art exhibitions and dances of the period by costumed local amateurs.

Although Chatham is looking back with a justifiable pride to a glorious page in its history, it was only last March that it was announced that the 'yard was moving into the nuclear age by refitting hunter-killer submarines. As is known all over the world, H.M.S. Victory, restored to her appearance at the Battle of Trafalgar, is in Portsmouth Dockyard. How well she was built was clearly shown to well over three hundred million viewers in two hemispheres on May 2, when sailors of the Soviet Navy sang on board and danced alongside the ship, on the occasion of the first Early Bird transmission.

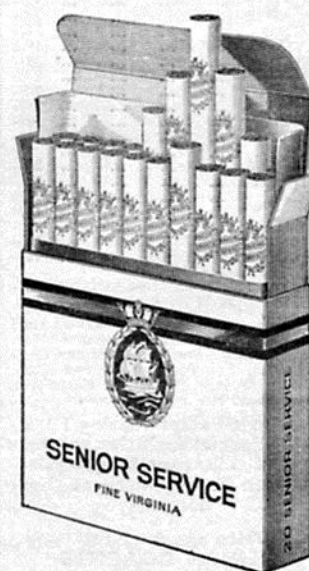
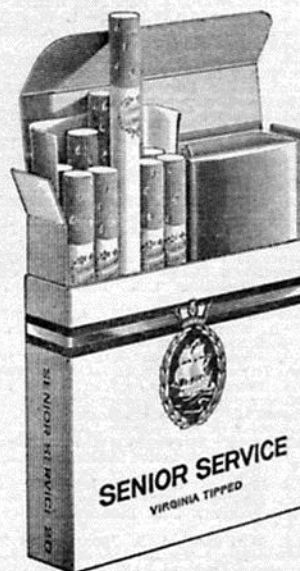
## Late C.O. of Victory dies

**LIEUT.-CDR. Victor Bracher, R.N., Commanding Officer of the Commander-in-Chief's, Portsmouth, flagship, H.M.S. Victory, until early April, died in a London hospital on April 27 after a short illness. He was taken ill only a very short time before he was due to retire from the Royal Navy and to take up civilian employment in the West Country, from which he originated.**

He had been Commanding Officer of H.M.S. Victory since 1960 and his knowledge of the ship and Lord Nelson's connection with her was unrivalled. He was intensely proud of his ship and the position he held, the custodian of the country's greatest naval heritage, and the Freedom of the City celebrations, coinciding with the 200th anniversary of the launching of the ship, would have been the climax of his career.

Lieut.-Cdr. Bracher joined the Navy in 1932 as a boy, starting his naval training in H.M.S. Ganges, after a period in the Training Ship Arethusa.

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## SKI-ING IN SPAIN AND MOROCCO

THE tedium of long sea periods of oceanography off Southern Spain by H.M.S. Owen (Cdr. J. Paton, R.N.), the Survey Ship, was broken for some of the ship's company during January and February by two skiing expeditions.

In late January a party of eight, selected from all departments, and led by Lieut. J. W. Leech, R.N. and Sub-Lieut. R. J. Dall, R.N., visited the Sierra Nevada, a 11,000-ft. mountain range 150 miles east of Gibraltar, travelling to the Residencia Universitaria in two Nuffield Trust Land-Rovers.

The Alberque Universitario, at which the party stayed is at 8,100 feet, and 20 miles from Granada. It is a large hostel, with beds for over 100 persons. Food was plentiful and varied and there was access to a well-stocked bar.

Snow conditions were extremely difficult for beginners as the surface was mostly covered with ice. Sub-Lieut. Dall gave daily skiing lessons on a small section of soft snow. The

"apres-ski" was spent either playing cards or challenging a party of Spaniards to song contests, the "Oggie Song" being much appreciated.

### AMONG THE GIRLS

After four days skiing the majority had achieved an average standard with the exception of E. M. Carr, who spent most of his time having his sprained knee nursed by the fireside by several gorgeous girls.

Another small party, this time accompanied by two Q.A.R.N.S. sisters from the R.N. Hospital Gibraltar, were able to ski at Oukaimeden, Morocco's ski resort in the Atlas Mountains, when the ship visited Casablanca. The F.A.R. (Royal Moroccan Army) solved the problems

Men from H.M.S. Owen at Oukaimeden. Lieut. R. de F. Browne, R.N., is in the foreground

of transport and equipment, while M. Ampoulange, President of the French Alpine Club, arranged for the party to stay at the Cafe Alpin at Oukaimeden at reduced prices. The party was led by Lieut. B. J. D. Raincock, R.N., and Sub-Lieut. R. de F. Browne, R.N.

The party travelled by train from Casablanca to Marrakesh and by lorry the further 50 miles to Oukaimeden. Depositing their gear at the Cafe Alpin, the party found itself having its first skiing lesson within 45 minutes of arrival, thanks to the efficient manner in which everyone was fitted out from the F.A.R. ski store.

Instructions were given in French by Sous. Lieut. Mehi Mardi, the Slalom champion of Morocco, and other members of the National and F.A.R. ski team. Demonstrations were so clear that little translation was required.

### EVENING REVELRIES

With the invigorating mountain air at over 8,000 feet, life was led at a

(Continued in column 4)

## ANCHOR'S AWEIGH!

By PETTY OFFICER R. H. HOLLAND

WHEN, a few months ago, R.F.A. Wave Ruler left one of her anchors and a shackle of cable on the sea bed in 72 feet of water in Argostoli Bay, it seemed possible that the items would have to be "written off".

However, at the end of last January, R.F.A. Sea Salvor was due to go to Corfu, so she was sailed a few days early with instructions to call in at Argostoli to endeavour to recover the anchor. Embarked in Sea Salvor on leaving Malta were six members of the Mediterranean Clearance Diving Team, who were to undertake the underwater search and work in the operation.

Wave Ruler had given us a position and, conning ourselves in our Gemini to this spot, we dropped a miniature dan buoy as our search datum.

### SEARCH SYSTEM

Since the position was supposed to be quite accurate, it was decided that

circular searches would be used. This is a system whereby the diver secures a line to the datum sinker on the sea bed and has a look round to decide the visibility. In this case it was only about four feet, so the diver goes out along his line to a distance of eight feet and swims a complete circle round his datum, searching by eye and with a steel probe as he goes. On completion of this first circle he goes out from the centre another eight feet and searches another circle.

He continues doing this until he has searched an area of a hundred feet radius, by which time he has spent just on an hour underwater, and then is called up to avoid having to do decompression stops for a depth of 72 feet.

If the missing article is not found in the first search, more centre markers are laid so that the 100 feet radii circles overlap the first, and the search is continued.

We were lucky. The anchor and cable were found on the sixth dive. It was completely submerged in the mud, with only about six inches of mud-caked fluke showing, but the probe confirmed that there was something hard and solid under the sea bed and, feeling into the gooey mud the diver was sure that he had found what he was down for.

### SHIP AGROUND

After ten days at Corfu we sailed for Malta and had a quiet passage back to within five miles of Grand Harbour, when the ship was diverted to look for a vessel aground in the Gulf of Sirte, 360 miles away. A certain amount of perturbation was noticed on the faces of some of the ship's company who were already changed to step ashore at the Marsa.

The wreck in the Gulf of Sirte was well aground, but those in the wrecked ship were not interested in being salvaged in the heavy seas that were running, and as Sea Salvor was short of fuel, we returned to Malta and straight into a N.A.T.O. minesweeping exercise, but that is another story—and confidential at that.

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# Naval Party Kilo closes down

IN an endeavour to prevent infiltration by Indonesian terrorists along Sarawak's South China Sea coast, Naval Party Kilo, one of the oddest, but one of the most efficient small sea forces ever formed, came into being. Since the boat patrols were started early last year there have been no known sea-borne invasions along the Sarawak coast—proving the deterrent value of the party.

Kilo is the phonetic alphabet word standing for K, for Kuching, Sarawak's capital of the North-West coast of Malaysian Borneo, the main base for the patrol boats.

The Malaysian Marine Police is taking over the patrols and Naval Party Kilo has closed down.

## STRANGE CRAFT

Naval Party Kilo's boats were some of the strangest-looking craft ever used by the Royal Navy. At first local fishing boats, kotaks, were used, but later naval stores tenders and landing craft were brought up from Singapore, camouflaged and converted to include bunks for the crew of four, all ratings, and a sandbagged machine-gun nest.

The ratings were on very friendly terms with the local inhabitants, mostly Malays and Sea Dyaks, in the kampongs and longhouses along the rivers, and when the time came to leave, three ratings paid a farewell visit to a large Sea Dyak longhouse.

The three were invited to stay for a meal, a drink of tuak (the local rice wine) and to join the party. Only 21-year-old Writer John Milner, of Carenton, Blackpool, plucked up enough courage to join in the dancing when they found that by tradition the women danced by themselves and the men together.

The other two ratings were P.O. Geoffrey Martin (30), of Broad Oak, near Canterbury, and P.O. Edward Ladbrook (29), of Sutton Bridge, Lincs.

[A report on Naval Party Kilo appeared in the November, 1964, issue of "Navy News".]



H.M.S. Dundas

## Dundas visits Rotterdam

IT is not the habit of H.M.S. Dundas to conduct her task going astern, in fact many hours are spent forging ahead, although the ship usually ends up in sight of Portland Bill, a local landmark.

Early in March H.M.S. Dundas made an operational visit to Rotterdam for a week end, accompanied by a training class from H.M.S. Vernon,

who happened to be in the right place at the right time. The visit really amounted to a week-end-run-ashore, foreign, which was enjoyed and appreciated by all except, perhaps, the keen ration-allowance men: it is not possible always to suit everybody.

A sporting programme was arranged, but came to a slithering halt. The Dutch felt that they were not sufficiently well padded to do battle on frozen pitches. However one is led to believe that a certain amount of "sporting" activity took place in the evening. The inevitable brewery run went off as planned. It is difficult to see what would stop this fixture.

On leaving her berth there was a slight difference of opinion between Dundas and two large Rhine barges. The situation rapidly passed through the stages of discussion, argument and personal abuse, but stopped short before physical violence, when Dundas went "Full astern." The situation arose because the two barges failed to take notice of the ship's sound signals and the signals of the police launches.

## New Zealand crews for minesweepers

THE New Zealand Government is providing the crews for two Royal Navy Coastal Minesweepers to be commissioned from Reserve in Singapore.

These are additional to the four recently commissioned by R.N. crews from the United Kingdom.

The Coastal Minesweepers will assist in patrolling Malaysian waters in support of Malaysia's defence of her coast.

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1963 ZODIAC. Aqua blue with blue interior. Heater, washers, mirrors, over-riders, wheel trims, reversing light, 19,000 miles .. .. . £645

1963 ZEPHYR 6. Green with beige interior. Radio, heater, screen washers, wing mirrors, wheel trims, fog lamp .. .. . £595

1964 CORSAIR 4 door DE LUXE. Light blue with blue interior. Heater screen washers and wing mirrors, 10,000 miles, one owner .. .. . £595

1962 WOLSELEY 6/110. Two-tone beige with beige interior. Radio, heater, screen washers, overdrive and wing mirrors .. .. . £595

1963 CORTINA SUPER. Grey and white with blue interior. Radio, heater, seat covers, screen washers, spot and fog lamps, wing mirrors, wheel trims and over-riders .. .. . £525

1960 CONSUL ESTATE. Two-tone blue with blue interior. Heater, screen washers, wing mirrors and over-riders .. .. . £495

1962 CORTINA 2-door DE LUXE. Maroon with grey interior. Heater and screen washers, one owner .. .. . £445

1964 AUSTIN A.55 PICK-UP. Blue, 12,000 miles, one owner .. .. . £435

1962 CLASSIC 4-door DE LUXE. Maroon and grey with grey interior. Heater, wing mirrors, seat belts and spot light .. .. . £435

1961 CONSUL 375. Green with green interior. Heater, screen washers and seat belts .. .. . £425

1961 MORRIS 1000 TRAVELLER. Grey with red interior. Heater, screen washers, seat covers, wing mirrors and spot lights, one owner, 19,000 miles .. .. . £425

1960 ZEPHYR AUTOMATIC. Grey with grey interior. Radio, heater, screen washers and wing mirrors .. .. . £385

1962 ANGLIA DE LUXE. Maroon with grey interior. Heater, screen washers and wing mirrors .. .. . £375

1960 CONSUL. Grey with red interior. Heater and screen washers .. .. . £335

1961 MORRIS MINI MINOR DE LUXE. White with red and grey interior. Heater, screen washers and wing mirrors .. .. . £275

1959 ANGLIA DE LUXE. Blue and grey with blue interior. Heater and screen washers .. .. . £265

1962 THAMES 7 cwt. VAN. Blue. Passenger seat, rear conversion and heater .. .. . £255

1960 POPULAR. Blue with blue interior. Heater and screen washers .. .. . £255

1957 VAUXHALL VICTOR. Grey with grey interior. Heater .. .. . £195

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1962 ANGLIA DE LUXE. BLUE WITH WHITE ROOF AND BLUE INTERIOR. HEATER, WING MIRRORS, WHEEL TRIMS AND SCREEN WASHERS .. .. . £295

1964 ZODIAC. Grey with red interior. Radio, heater, wing mirrors and screen washers .. .. . £895

1964 ZEPHYR 6 AUTOMATIC. Windsor grey with red interior. Radio, spot and fog lights, wheel trims, wheel medallions, over-riders, heater and screen washers .. .. . £875

1963 (Nov.) CORSAIR 4-door G.T. Grey with red interior. Heater, screen washers, over-riders and reversing light, one owner .. .. . £715

1964 CORTINA 4-door AUTOMATIC. Ambassador blue with blue interior. Radio, heater, wing mirrors, screen washers, spot and fog lamps, wheel trims, reversing light, wheel medallions and over-riders .. .. . £665

1963 AUSTIN A.60 COUNTRYMAN. Grey and white with grey interior. Radio, heater, screen washers and over-riders .. .. . £595

1963 CORTINA 2-door SUPER. Aqua blue and white with blue interior. Heater, screen washers, seat belts, wheel trims and wing mirrors .. .. . £525

1962 ZEPHYR 4. Lime green with green interior. Radio, heater, screen washers and wing mirrors .. .. . £510

1963 CORTINA 2-door DE LUXE. Ambassador blue and grey with blue interior. Heater and screen washers, one owner .. .. . £465

1963 CORTINA 2-door DE LUXE. Windsor grey with red interior. Heater, screen washers, seat belts, fog and spot lamps, one owner .. .. . £435

1961 ZEPHYR AUTOMATIC. Grey with red interior. Radio, seat belts, screen washers, wing mirrors and disc brakes, one owner .. .. . £435

1961 ZODIAC. Maroon and grey with grey interior. Heater and screen washers .. .. . £395

1960 VAUXHALL VICTOR SUPER ESTATE. Blue and cream with blue interior. Heater, radio, seat covers, screen washers, wing mirrors and underseal .. .. . £365

1959 MORRIS OXFORD. Black with red interior. Heater, screen washers and over-riders .. .. . £315

1960 ANGLIA DE LUXE. Blue with blue interior. Heater, screen washers and wing mirrors .. .. . £265

1962 THAMES 5 cwt. VAN. Green. Passenger seat, heater and wing mirrors .. .. . £245

1958 ANGLIA DE LUXE. White with red interior. Heater, wing mirrors and screen .. .. . £195

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## DARTFORD PRESENTS CUP TO CADETS

APRIL 6 was a very special date for the Dartford branch of the Royal Naval Association and the Sea Cadets of T.S. Anson, on the Brooklands Lake, Princes Road, Dartford.

The occasion was the presentation of the "Jack Lee Memorial Trophy," a cup subscribed for and presented by shipmates of Dartford to the local Sea Cadets in memory of the late Shipmate Jack Lee, who slipped his cable in May, 1963. "Jack" was "mine host" to the branch at The Plough, Dartford, and was one of the mainstays of the branch. Nearly 50 per cent. of enrolment forms in the branch have his name as proposer. Nothing was ever too much trouble for "Jack" in R.N. Association matters.

Dartford's President, Shipmate Capt. F. Millns, C.B.E., D.S.C., R.N. (ret'd.) was rowed across the lake by six Sea Cadets, to be piped on board and to be greeted by the Sea Cadets' Commanding Officer, Lieut.-Cdr. David Davies. Lined up on the parade ground alongside of T.S. Anson, was the Dartford branch Standard Bearer, Shipmate R. Skedge, and 25 members of the branch, and the guard and drum and bugle band of the Cadets.

After the salute and inspection Capt. Millns addressed the Cadets, telling them how Shipmate Lee had joined the Royal Navy at the outbreak of war, and after five years' service had be-

come so used to the comradeship of Navy life that he had done his utmost to keep the tradition going.

The Dartford branch had only six members after the war, but it was mainly due to Shipmate Lee that membership now stands at 75. Capt. Millns also spoke of the keen interest Shipmate Lee took in youth organisations in Dartford.

In receiving the memorial trophy Lieut.-Cdr. Davies thanked the Dartford branch for the fine cup, stating that the suggestion of the branch that the trophy should be for boxing would be borne in mind.

After the presentation the Sea Cadets provided tea and sandwiches on board T.S. Anson to the members and guests.

## TRAGIC DEATH OF PORTLAND CHAIRMAN

THE shipmates of the Portland branch of the Royal Naval Association are mourning the loss of their chairman, Shipmate W. H. ("Sandy") Powell, who died as the result of a very tragic accident in one of the Portland quarries.

He was a most popular figure, a very hard-working member for his branch, and will be sadly missed.

## Nottingham took on most ballast

NO. 9 Area of the Royal Naval Association (Derbyshire, Lincolnshire and Nottinghamshire), recently held its annual Area games, the branches taking part being Lincoln, Boston, Whaley Bridge, Nottingham, Derby, Whitwell, Scunthorpe and Skegness. For the past four years Lincoln branch has been the host branch, but this year it was given a "make and mend," and Skegness took over that pleasant duty.

The afternoon was fully taken up with the various branches chasing points (and, where possible, pints), at cribbage, darts, table tennis, skittles and dominoes, and as if that wasn't strenuous enough, all branches entered for the tug-of-war. Nottingham branch was too good for the other branches in this event, or "perhaps," said one contestant, "they've taken on more ballast than the rest of us."

Nottingham also finished up overall winners for the day, while Skegness had to be satisfied with the booby prize. The Skegness ladies however threw the men a life-belt, for they won the ladies' darts cup.

In the evening there was a dance, during the interval of which Skegness branch gave their "Nautical Revue."

The whole day was voted a splendid success—apart from five Lincoln shipmates who missed the last "liberty boat" and had to take a taxi home.

## We will remember them

Shipmate P. Bailey, March 25. Aged 78. Member of Ramsgate branch.

Shipmate Basil Hutchins, April 9. Member of Dorking branch.

Shipmate Thomas Kiy, aged 87. A member of Herts branch since 1947 and formerly of London (Central) branch.

Shipmate W. H. ("Sandy") Powell. Chairman of Portland Branch.

## SUMMER ROUTINE AT DORKING

SPRING being here ("Or is it?" asked the Easter holidaymakers), the Dorking branch of the Royal Naval Association has dropped its winter routine of social evenings battened down against the winds and the waves.

Future outdoor activities include an evening trip to the Portsmouth branch on May 15, and on July 25 there is to be a trip to Weymouth. The Horley branch will also be supported on its annual church parade.

H.M.S. Jaguar (Cdr. T. C. Cotton, R.N.) leaves Chatham for the South Atlantic and South America Station on May 17.

## BEDFORD HAS NEW MEETING PLACE

THE Standard of the Bedford branch of the Royal Naval Association was among those present when the Lord-Lieutenant of Bedfordshire (Major Simon Whitbread) performed the opening ceremony at the new premises of the Bedford United Services Association at 30 The Broadway, Bedford.

## Deputy Mayor has soft spot for Navy

"I HAVE a soft spot for the Navy, having lived at Chatham during the war" said the Deputy Mayor of Ramsgate (Coun. Mrs. Pat. Williams) on the occasion of the annual dinner of the Ramsgate branch of the Royal Naval Association.

The Deputy Mayor was glad to hear of the branch's increasing strength, saying how good it was for ex-naval (and serving) men to have a rendezvous where they could recall old memories and old friends, as well as making new ones. She was very pleased that the branch supported local functions, pointing out how fortunate the branch was to have such an active Chairman (Shipmate L. Wilkinson) and Secretary (Shipmate A. E. Brechley).

Shipmate Wilkinson responded on behalf of the branch and stated that the branch's proudest memory of 1964 was the dedication of its Standard, a Standard so beautifully made by the girls of Ellington School. He thanked the ladies of the branch for their work, which he described as indispensable, and reminded the shipmates of the Association's aims, among which were the perpetuation of the memory of those who had died.

The branch Vice-President, Shipmate Lieut.-Cdr. H. Goodbourn, R.N.V.R., proposed the toast of the guests from Canterbury and Deal branches, and Shipmate Fairbrass of Canterbury branch responded.

A social evening followed the dinner.

## STRONG MUSTER AT No. 2 AREA MEETING

THERE was a strong muster of branch delegates at the general meeting of No. 2 Area of the Royal Naval Association at the Union Jack Club on April 10. Shipmate T. Asprey, the area chairman and Shipmate G. A. Milham, the Area secretary, taking their respective chairs for the first time.

The delegates were pleased to hear of the success of the 1964 Area Rally and of the Treasurer's satisfactory report. The rally for 1965 is to take place on June 5 and all arrangements are well in hand. Final details will be sent to all branches after the next meeting of the Social Committee.

At the close of the business of the meeting the entries for the Don Murray Trophy were judged by the working committee, who found the Dartford Branch again the winners. The cup was presented to Shipmate Wells of Dartford branch by the Area President, and the Area Standard was also passed over to the same branch, it having been agreed that the winning branch should also hold the Standard.

This was a great boost to the Dartford shipmates for it is obvious that the members work hard in many ways, particularly the welfare side.

Shipmate Asprey expressed his pleasure at seeing one of the older members of the Association at the meeting. Shipmate Arthur Diprose, and the meeting expressed its thanks to Shipmate Bates, Area vice-president for providing a typewriter for the Area secretary.

When the Lord-Lieutenant arrived he found the Standards of some of the 14 member organisations of the Association drawn up outside the premises. The Standards on display were those of the Old Contemptibles Association (Queen's Colour and Standard), The Royal Naval Association, the Royal Artillery Association, the Royal Air Force Association, the Royal Engineers Association, the Bedfordshire and Hertfordshire O.C.A. and the British Legion (Men's and Women's Sections).

In the club Major Whitbread performed the opening ceremony from behind the bar, accompanied by the Bedford United Services Association president, Cdr. H. R. Newton, R.N.R., and other Association officials.

## ASSOCIATION 20 YEARS OLD

Praising the efforts of those concerned the Lord-Lieutenant reminded members that the Association had been in existence for nearly 20 years and that its 14 member associations covered a huge field of service in Bedford.

After the opening came the ceremonial pulling of the first pint of beer in the new club. The first pint was handed to Mr. E. Cannon, an Association Vice-President, and in the words of Cdr. Newton "one of the staunchest of our members."

During the evening engraved silver tankards were presented to the Building Sub-Committee members, the architect, the builder and to Major Whitbread.

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## Discussion was frank but friendly

WHEN No. 3 Area of the Royal Naval Association held its quarterly meeting at Portsmouth on April 24, with Shipmate Briggs in the chair, matters of considerable importance were discussed in a very frank, but withal friendly, spirit.

Shipmate Howard was appointed Area Standard Bearer in place of Shipmate Watts (Aldershot), and Shipmate Dykes of the Aldershot branch was appointed Deputy Standard Bearer.

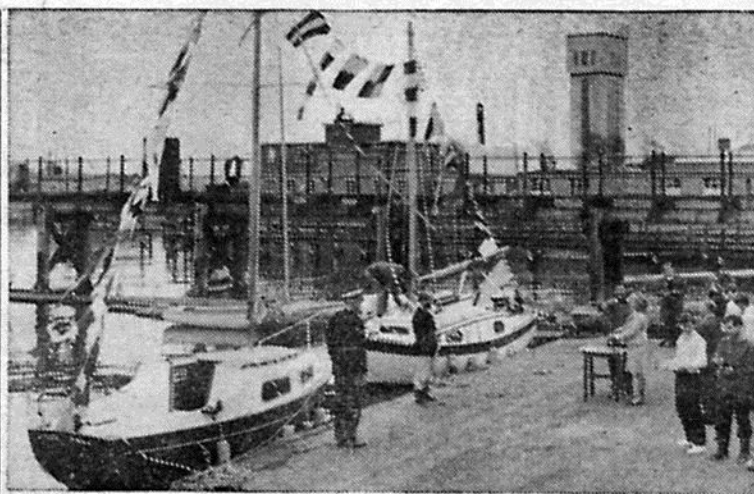
In his report, the National Council member reported that the association accounts were in a better state than they had been for the past 10 years, and he stated that the closure of the Headquarters club was largely responsible for this more satisfactory state of affairs. He referred to the shutting down of some branches and the inauguration of three new ones in the Area. He mentioned, too, that the National Council is to institute a memorial to the late President, Admiral Sir Alexander Madden, and he hoped that branches would contribute freely to the memorial.

The motions to be discussed at the Annual Conference to be held in London on July 24 at the Royal Commonwealth Society's headquarters were enumerated by Shipmate Newman, who also spoke freely on the subject of the Fund Raising Committee, whose report had been rejected by the National Council. Other delegates spoke on this matter.

Considerable discussion took place regarding the desirability of forming a branch at Christchurch. After hearing the remarks of both the Bournemouth delegate and the prime mover for the Christchurch branch, and the opinions of the other delegates present, it was agreed that the new branch should be formed.

It was announced that the Camberwell branch's ambulance for the use of invalid old folk will be presented at Eastbourne in the near future. It was also stated that the rededication of the Bournemouth branch Standard will take place at St. Peter's Church, Bournemouth, on July 11.

The Aldershot delegate told our reporter his branch was going "great guns." A deficit in the accounts of some £20 odd a few months ago had been turned into a credit balance of over £80. This was the result of socials, etc., organised by a few, but supported to the full by all shipmates.



Miss Claire McGeoch, daughter of Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C., Admiral President of R.N. College, Greenwich, and the future Flag Officer Submarines, cuts the symbolic ties with the shore as the champagne corks "pop"

## THE CHAMPAGNE WAS NOT WASTED

THE Royal Naval College, Greenwich, has recently purchased two 22-ft. 4-ton yachts, primarily for the training of sub-lieutenants and midshipmen undergoing courses at Greenwich.

The yachts, Meridian, a "Westerly 22," with a gunter rig, and Altura, a cinder with a Bermudan rig, were launched, Meridian at Priddy's Hard from a trailer, and Altura at the old H.M.S. Hornet (M.T.B. base) by mobile crane, and were named at Hornet by Miss Claire McGeoch, daughter of the Admiral President of the College, Rear-Admiral I. L. M. McGeoch, who cut the ribbons which, symbolically, were linking the yachts with the shore.

Although of sturdy construction it was considered to be more appropriate, and certainly more delightful, to drink the champagne instead of breaking bottles against the bows.

After the naming ceremony Miss McGeoch presented the two skippers (Meridian, Lieut./Cdr. J. M. Tait, R.N., and Altura, Cdr. F. E. Neville-Towle, D.S.C., R.N.) with burgees.

Both yachts have hulls of fibre-glass construction. Altura is fitted with an in-board motor and Meridian has an out-board one. It is intended to test the yachts against each other in the coming months in the Medway, to find out the most suitable for the sail training of the young officers.

The yachts were sailed in company for Chatham on April 16. Cdr. Neville-Towle, the Commander of the College, skipper of Altura, said both boats handled very easily indeed. Although

he said there was no intention of a race between the yachts round to Chatham, there was a twinkle in his eye, and the "Navy News" reporter would be surprised if the yachts crossed the finishing line together.

## Radio Society to hold rally in Mercury

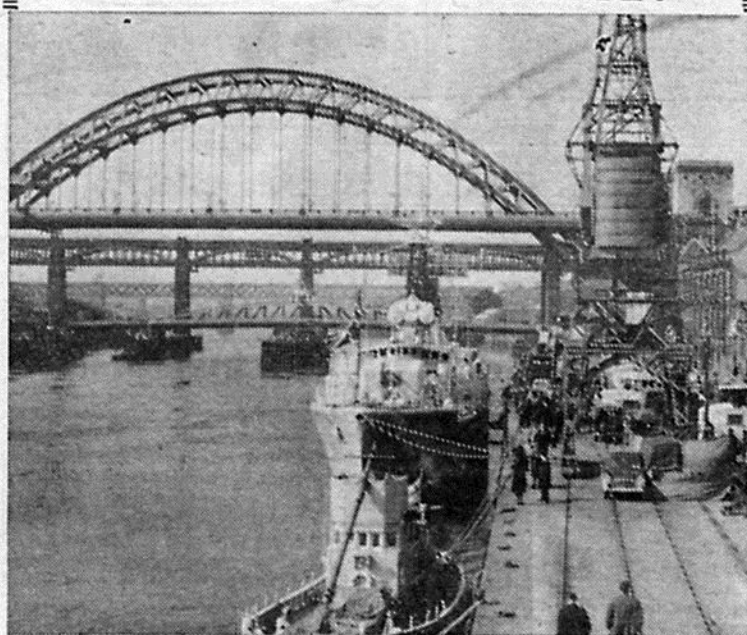
THE Royal Naval Amateur Radio Society is now in the fifth year of its existence and to celebrate the event an Amateur Radio Mobile Rally will be held on May 30. It will be held on the sports ground in H.M.S. Mercury, by permission of the Captain, H.M. Signal School (Capt. D. V. Morgan, M.B.E., R.N.).

The rally will be open to all naval personnel and their families, serving or retired, whether members of the Society or not, and to civilians who are, or have been, connected with the Royal Navy. The ground will be open from 0900 to 1800, the major events being in the afternoon.

Four transmitters will be used to "talk-in" cars fitted with radio equipment. These transmitters can direct participants from any part of the country to H.M.S. Mercury, and will operate on the following frequencies from 0900—1880 KC/s, 3720 KC/s, 70.26 MC/s and 144.20 MC/s. These stations will be on view during the day.

Numerous contests have been organised and these range from the judging of the best mobile radio installation, to guessing the weight of a cake. Wives and children will have plenty to see and do. The afternoon programme will include Red Cross, Civil Defence and Police Dog demonstrations, a mobile treasure hunt and the usual bottle stalls, lucky dips and raffles. The children will be entertained with rides on a vintage steam lorry, a treasure hunt "pig-sticking" and swings and roundabouts. Food and drinks will be available. Music will be provided by the band of the Training Ship Mercury.

## WHERE IS PUMA?



H.M.S. Puma started her "Meet the Royal Navy" cruise in April and already hundreds of people have visited the ship and many youngsters have been to sea and witnessed the ship activities, including firing. During May the frigate will visit Hull, Grimsby, Great Yarmouth, Harwich, Dover, Rouen, arriving at Portsmouth in mid-May. During June the ship will visit ports in Scotland. Where is Puma? The above photograph shows her close to the Tyne Bridge at Newcastle

## Seven thousand miles cruise

FOUR coastal minesweepers of the Royal Naval Reserve, H.M.S. St. David, Warsash, Mersey and Northumbria, accompanied by their escort, the Royal Fleet Auxiliary tanker Brown Ranger, returned to Plymouth on April 3, having steamed 7,000 miles since leaving Devonport on February 6.

The ships, manned entirely by Reservists from all walks of life, had been at sea for 34 days and, during the operational visit to the West Indies, their duties as the Eastern Caribbean guardship have included patrols as far as 70 miles up the rivers of British Guiana to remote settlements, and the ferrying of soldiers. The ships also visited the historic English

Harbour in Antigua, the site of Nelson's Dockyard, and various islands in the West Indies.

During this prolonged cruise, unique in the history of the Royal Naval Reserve, officers and ratings took the opportunity of increasing their knowledge of replenishment while under way as well as enjoying the sunshine and the hospitality of the islanders.

They have also earned the respect of the Royal Navy and, in a signal to Cdre. Sir John D. Clerk, Bart., V.R.D. and Bar, D.L., R.N.R., who has been in command of the R.N.R. Squadron, the Senior Naval Officer, West Indies, said they had left an outstanding impression behind them and congratulated them on their first class work.

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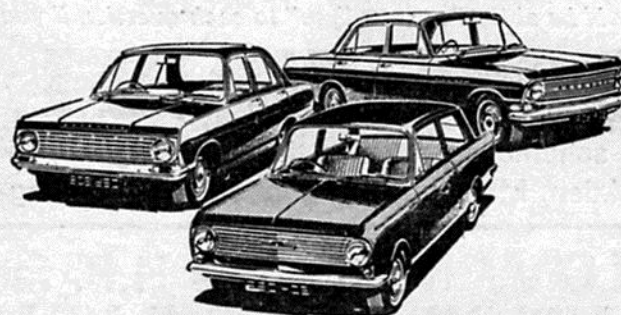
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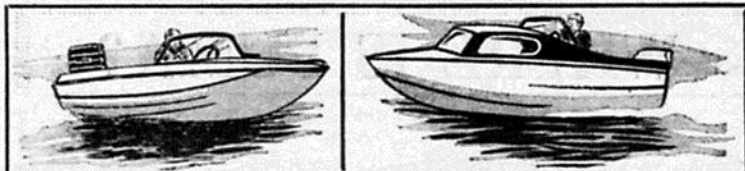
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## Favourites second

THE record for the annual Devizes to Westminster canoe race was beaten this year, but not by the favourites, the Royal Marines, who had won the race for the last nine years.

Col.-Sgt. Gilbert Howe who, with a partner, has won the race four times, and who set up the record of 20 hours 33 minutes in 1962, set out this year to get the time below 20 hours, but the conditions were against a really fast time.

Competitors in this tough, gruelling race have to paddle along 125 miles of river and manhandle their canoes around nearly 80 locks scattered along the course.

Winners this year were P. Cook and M. Simpson of the 63rd Coy. R.A.S.C. Para. Brigade, in a new record time of 20 hours 27 minutes and 22 seconds. G. Howe and C. Pandey of the Royal Marines were second in 21 hours 38 minutes 18 seconds, and another Royal Marine pair, A. Bambridge and K. Aston were third in 22-10-56.

Col.-Sgt. Howe, who lives at Poole, joined the Royal Marines in 1946 and won the Distinguished Conduct Medal for gallantry in Malaya in 1951 and the Military Medal in Borneo last year.



The Navy player, A.B. G. Jones, takes the ball from L.R.O. Band during a Rhyll rugby training session

Photo: C.P.O. B. P. Gregory H.M.S. Rhyll

## H.M.S. Rhyll's nine wins

AS befits a ship with a Welsh name, H.M.S. Rhyll's rugby team has given the ship a splendid start to the commission with an unbeaten record for nine matches.

For a small ship which only commissioned in January at the start of a long refit, the results have been exceptional, all nine matches being won with a points total of 182 for and 25 against. The ship has even raised a strong second team.

Star turn in the team is the Navy three-quarter Able Seaman Glyn Jones, but all agree that it is the tremendous team spirit that is mainly responsible for the successful season.

## NAVY HOCKEY HAS BAD SECOND HALF

IT was a case of counting one's chickens before they were hatched. In the April issue of "Navy News" it was reported that Navy hockey was enjoying one of its most successful seasons—13 games having been played, 7 resulting in wins, 2 draws and 4 lost. The two varsities had been beaten and everything looked set for an excellent season.

It has been so, too, in many respects, but the latter half has been most disappointing from all aspects, as from

the last seven games only one was won and six were lost, including both the Inter-Service matches. Of the 20 games played, 8 were won, 2 were drawn and 10 were lost.

The Army were excellent hosts for the hockey week-end against Bowdon and Brooklands at Woolwich. On the breezy Woolwich Common ground the Navy lost to Bowdon by the odd goal. In this match the Navy did practically all the attacking but unfortunately did not take advantage of the opportunities presented. The following day the Navy renewed the pressure against Brooklands, winning by three goals to one. This was to be the Navy's last win of the season, and in the match Simon Cook scored all three goals.

In the following match against a strong Southern Counties' side, the Navy were rather outclassed. At half-time the Counties were holding a two goals to one lead, but this was quickly turned into a four to one victory. Mark Blake scored the only Navy goal.

The match against London University brought the best out of the Navy side and in a thrilling game the Navy went down by the odd goal out of five. It was a game full of promise and excitement, the Navy using the long passing game which, in the early part of the season, had brought them success. Simon Cook and Simon Pether scored the Navy's goals.

### INTER-SERVICE MATCHES

The ground at Eastney was in perfect condition for the game against the

Royal Air Force. Throughout the match Keith Brown, the Navy's full-back, was a passenger and this threw the entire defence off balance. There seemed little cohesion and what ball control there was came from the R.A.F. At the interval the R.A.F. were one up, from a somewhat lucky goal which came off a Navy defender in the second half, Monkhouse, the R.A.F. outside left made a solo run from the half-way line and scored.

The best goal of the match came from the Navy. In the last 20 minutes the Navy threw everything into attack and the distribution of the ball was a joy to watch. After five minutes of this open play Eric Tonkin pushed a long ball down the centre. Simon Cook picked up the pass, drew the R.A.F. defence to the right and then hit a hard pass to the circle where Mark Blake steadied himself and scored.

In the match against the Army, the Navy could not develop the cohesion necessary to beat a well-equipped side. By the interval the Army were firmly in command and dealing by three goals to one. Keith Brown scored the Navy's goal from a penalty corner. The second half saw a more organised Navy side, but poor ball control again proved the Navy's undoing. Both Simon Cook and Mark Blake missed opportunities.

### I.S.B.A. TITLES FOR NAVY BOXERS

IN the I.S.B.A. Individual Championships held at R.A.F. Stanmore on April 1, two Navy boxers won I.S.B.A. titles—Cook A. Hamilton (Victory) light middle-weight and A.B. C. Field (Ark Royal) heavy-weight. Hamilton also won the title in 1964.

Both boxers qualified for the National Championships held at Wembley on April 30.

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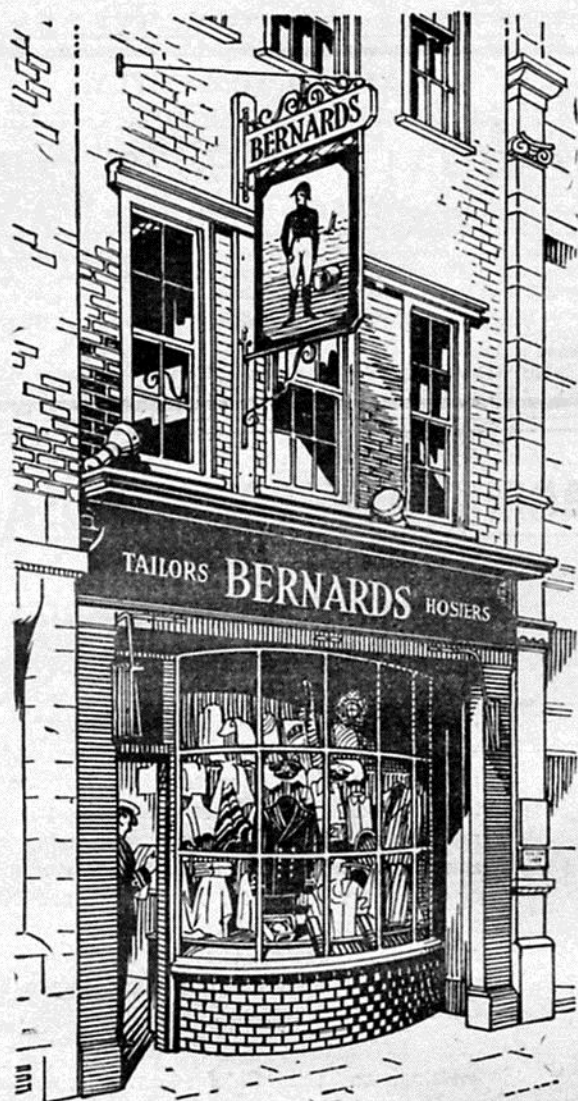
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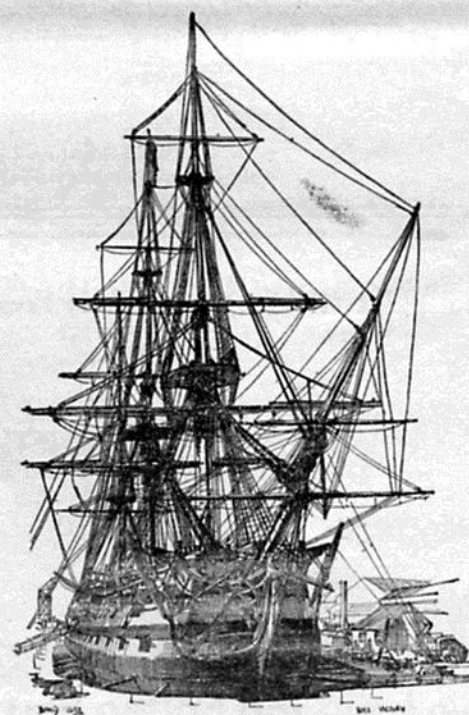
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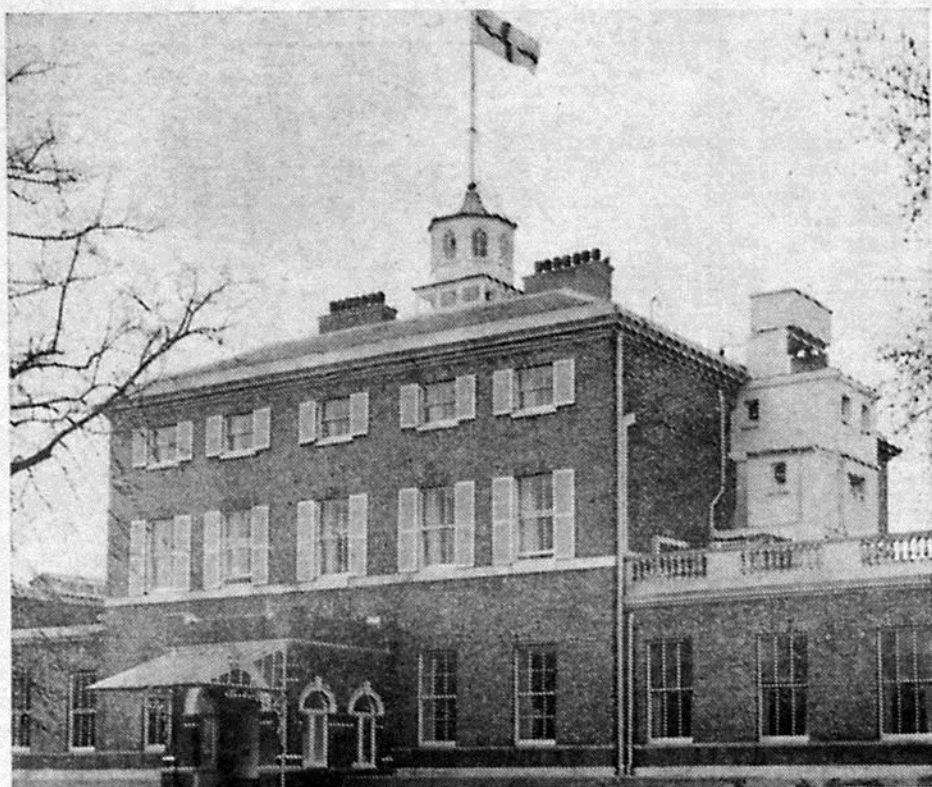
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Admiralty House, in H.M. Dockyard, Portsmouth, the residence and offices of the Commander-in-Chief, Portsmouth. Built in the 18th century it must have been known to Nelson and his officers. It would be invidious to single out any of the eminent officers who have occupied the important post of Commander-in-Chief, Portsmouth, but from sailing-ship days to this nuclear age Admiralty House, Portsmouth, has been the nerve centre of all Naval affairs within the Portsmouth Command.

The Guildhall, Portsmouth. Severely damaged during the Second World War, it is again the focal point of the many and varied functions of the City

# Navy News

marks the double centenary of the launching of H.M.S. Victory and the conferring of the Freedom of the City upon Portsmouth Command

PORTSMOUTH'S CREST



## NAVAL CROWN



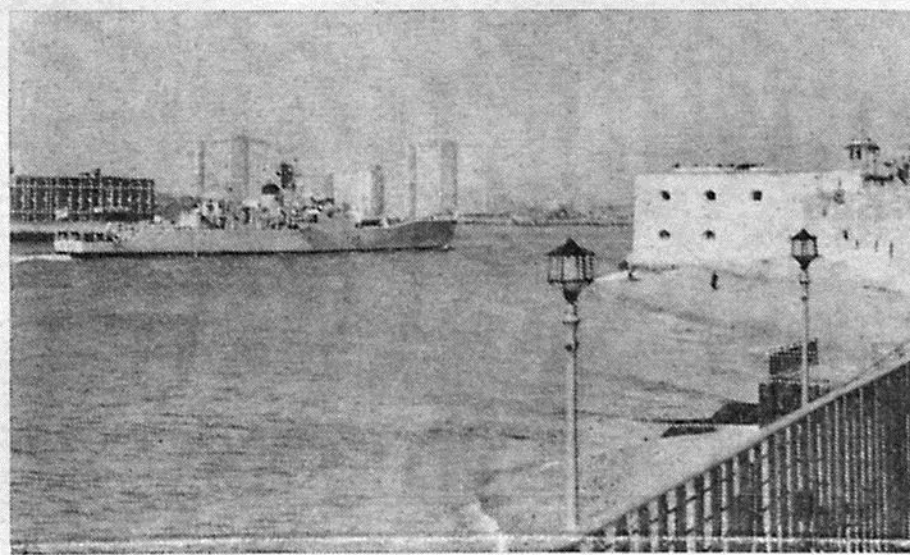
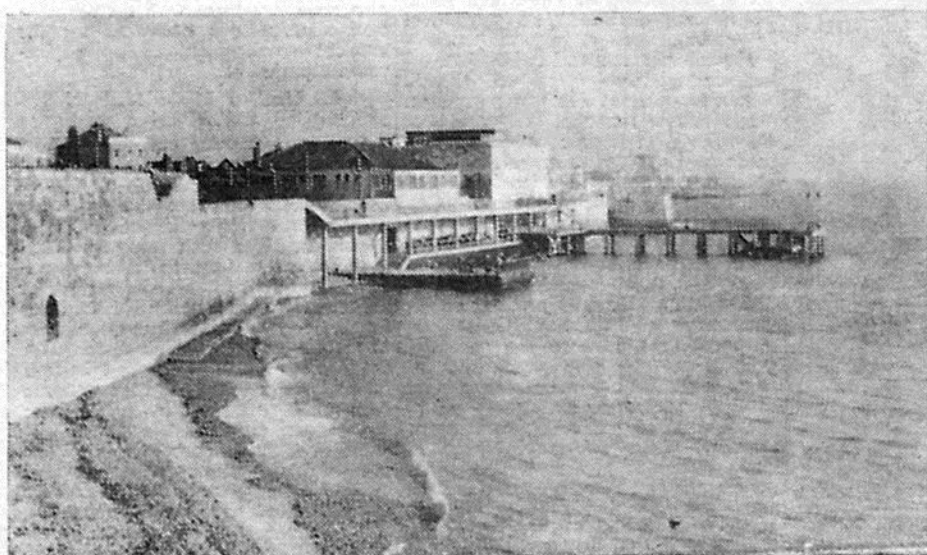
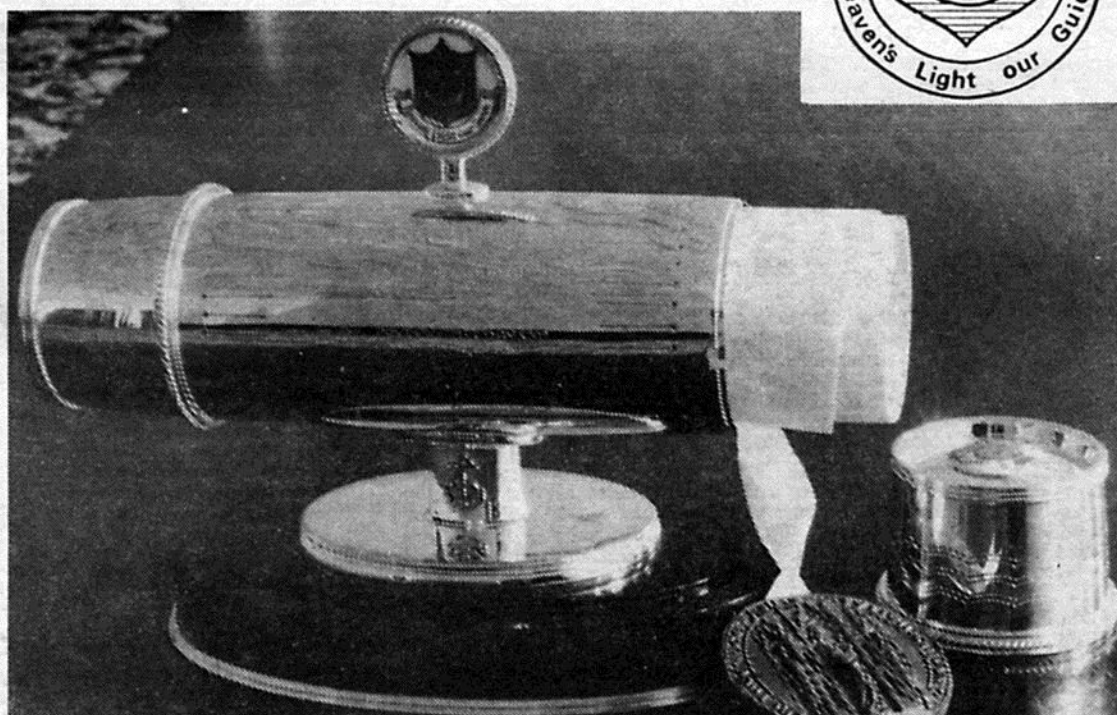
The picture below shows Victoria Pier, and beyond, the open sea. Entrance to Victoria Pier can be gained through the Sally Port, through which have passed, over the years, thousands of officers and men to be rowed to their ships. The picture, bottom right, shows the entrance to Portsmouth Harbour with H.M.S. Berwick, the "Rothesay" class anti-submarine frigate entering. On the left of this photograph is H.M.S. Dolphin, and to the right Victoria Pier and the old fortifications of the harbour

THE highest honour that a city has in its power to confer is its Freedom, and on May 7 the City of Portsmouth confers upon the Portsmouth Command that high honour.

For many hundreds of years the Royal Navy in peace and war, has operated from Portsmouth. Portsmouth men have manned the Navy's ships, have settled in Portsmouth and their sons have, in turn served in the Royal Navy.

The date chosen for the conferring of the Freedom is most apt. On May 7, 1765, H.M.S. Victory, the flagship of the Commander-in-Chief, Portsmouth, now in a permanent dry dock in H.M. Dockyard, Portsmouth, was launched in H.M. Dockyard, Chatham, 200 years to that date.

Right: the silver casket weighing about 4½ lb., containing the illuminated scroll which confers the Freedom of the City to the Portsmouth Command





# Portsmouth's links with the Royal Navy

## CENTURIES OF HISTORY

**T**HE connection of the Portsmouth area with the seaward defence of the country goes back as far as the Romans, and all through the centuries Portsmouth has contributed much to the safety of this land. The Romans built a fortress at Portchester, one of a number of strong points between the Wash and Spithead, to defend the coasts from raids by Saxon pirates, and records show that a small town existed near the mouth of the harbour soon after the Norman Conquest and it was accorded the status of a Borough by Richard I (1189-1199).

The history of Portsmouth and the work of the Royal Navy are so intimately interwoven that to mention Portsmouth is to bring to mind the Navy, and in talking of the Navy, Portsmouth will be thought of immediately: the two are synonymous.

The Dockyard, without which no ship could sail, has been in existence in some form or another ever since King John's reign, for it was in his reign that a wall, probably of mud, was first built around the "docking" area, and at the same time orders were given for sheds to be erected for the preservation of rigging and other ships' gear.

What is believed to have been the first dry-dock in England was built in 1495-6, a dock thought to have been not far from where H.M.S. Victory is docked today.

### PEPYS AND PORTSMOUTH

Samuel Pepys, who in the course of his duties came to know Portsmouth well, described the town as "a very pleasant and strong place." It was largely due to him that some 20 new store houses were built at Portsmouth during his administration of the Navy. During the war against France which lasted on and off for nearly 150 years in the 17th and 18th centuries, Portsmouth held its place as the principal base for the fleet.

During the reign of Queen Anne the wall around the dockyard was built and it still stands in its original form between the Main Gate and the Marlborough Gate.

The dockyard and harbour during the 18th and 19th centuries were at the core of Britain's naval strength and it was recognised then, as now, that it was upon the Navy that the safety and well-being of the country depended.

H.M.S. Victory, laid down at Chatham, was launched on May 7, 1765, but was "laid up in Ordinary" until 1778, when she began her connection with Portsmouth when she was made ready there for the flag of Admiral Keppel. From then until her final return to Portsmouth in 1812, she spent several periods in the port, but apart from refit periods and three years

in Chatham as a hospital ship for prison hulks, she was mostly at sea.

### PALMERSTON'S FOLLIES

When Napoleon III, nephew of the Emperor, increased the size of the French navy and seemed to have ambitions detrimental to British interests, there was a large outlay on the building of fortresses at the Channel Ports. It was at this time that the forts on Portsdown Hill and at Spithead, which came to be known as "Palmerston's follies" were built. One is now the headquarters of the Allied Commander-in-Chief, Channel.

Over the years the expansion of the Navy and the complexities of ships and weapons needed more men and more room in which to train them. H.M.S. Excellent, originally the Queen Charlotte, and which was used as the Portsmouth Gunnery School Ship until 1891, really started on its present site in the 1860's, when it was used for rifle firing and drill. The Torpedo School was first commissioned in 1876 in H.M.S. Vernon, a 50-gun frigate, and the School moved to its present site in 1923.

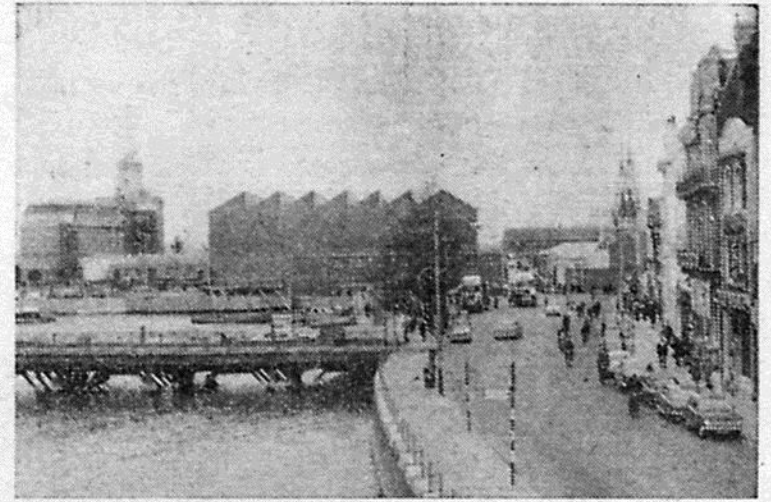
The Signal School (H.M.S. Mercury), the Navigation School (H.M.S. Dryad), had to move to new quarters and, with the advances in electric and engineering H.M.S. Collingwood (the Weapons and Electrical Engineering School at Fareham), and H.M.S. Sultan (the Marine Propulsion Machinery School at Gosport), came into being.

### HOME OF SUBS

The Air Electrical School (H.M.S. Ariel at Lee-on-Solent), and the home of the submarine world (H.M.S. Dolphin at Fort Blockhouse, Gosport), grew from small beginnings into the large establishments they are today. H.M.S. St. Vincent, the Juniors' Train-

ing Establishment at Gosport, is a far cry from the old Training Ships, but modern requirements demanded a different type of training with facilities for instruction to meet the ever-increasing complexities of ships.

Over the centuries Portsmouth has had the welfare of the sailors at heart. The sailors, indeed, have been part of the place. Coming from all over the country they have married and brought up their families in and around the town and, with the dockyard, there must be very few people in the city today who do not have connections with the Royal Navy in some way or another.



A scene familiar to naval and dockyard men alike—the Main Gate to H.M. Dockyard and The Hard, Portsmouth. In the background are the masts of H.M.S. Victory and on the left is the Semaphore Tower. In the left foreground is the road leading to the Harbour station and the ferry to Gosport



H.M.S. Sultan—a corner of one of the workshops in which men of the Marine Engineering specialisation are trained to operate and maintain the modern machinery found in ships of the Royal Navy

## Sultan-trained men operate Navy's most complex propulsion machinery

**T**HE modern warship is a highly developed and efficient fighting machine. The propulsion machinery has become very compact and efficient and thus more complex. The various forms of machinery which are used include nuclear reactors, steam machinery, diesel engines and gas turbines. It is the function of H.M.S. Sultan, the Marine Engineering School of the Navy, to ensure that the Marine Engineering Department personnel are fully trained and competent to operate and maintain this modern machinery.

From the day of entry at a New Entry Training Establishment (H.M. Ships Raleigh or Ganges) and until a man finally reaches the end of his service career as a Chief Petty Officer Engineering Mechanic, Chief Mechanician, or as an officer on the Special Duties List, a Marine Engineering Rating's training for advancement will be controlled from H.M.S. Sultan. This includes the New Entry Training, Sea Training Career Courses, Technical Courses and Pre-commissioning Courses. Most of the training takes place within the establishment which is equipped with up-to-date workshops, machinery bays, engine test beds, demonstration rooms, laboratories and classrooms in order to carry out this function. There is also a destroyer, H.M.S. Solebay, permanently moored off the hardway, which is used for more practical instruction.

### ADVANCEMENT COURSES

The better qualified New Entry Engineering ratings are specially selected and sent to Sultan for condensed and advanced training to accelerate their initial advancement. They then go to sea, already qualified for advancement to Leading Rate.

On advancement to Leading Rate all engineering ratings go to H.M.S. Sultan for a mechanical training course. The aim is to improve their technical knowledge, academic standard and leadership abilities to make them suitable for the duties of a Leading Rate. On completion, the rating returns to sea for more experience and advancement to Petty Officer in due course.

All Petty Officer Engineering Mechanicians are then required to pass a General Engineering Course before advancement to Chief Petty Officer. Its purpose is to advance the technical skill of the rating to enable him to carry out routine maintenance and skilled watchkeeping duties.

On attaining a certain minimum standard while on the Mechanical Training Course or General Engineering Course and after a further recommendation from their next sea appointment, a percentage of engineering ratings return to H.M.S. Sultan for a

Mechanician's Qualifying Course which lasts two years. This course consolidates and expands their knowledge and prepares them for the responsibilities of a senior technical rating. The course includes Academic Studies, Workshop Practice and Technology and Craft Training. On completion a proportion of the candidates sit the appropriate examinations of the Higher Educational Test and the City and Guilds of London Institute Course No. 293 for Mechanical Engineering Technicians. On completion of the course the rating is advanced to Engineering Mechanician 3rd Class and returns to sea where he assumes the same responsibilities as the Engine Room Artificer 3rd Class.

Another form of entry is as a Direct Entry E.R.A. These are skilled technicians who have served their apprenticeship with civilian firms and are given a Marine Application Course at Sultan before joining the Fleet as Acting E.R.As. 2nd Class.

Courses are held for Senior Engine Room Artificers and Mechanicians to bring them up to date with modern machinery and engineering practice. It also acquaints them with the administrative procedures necessary for the efficient management of an engine-room department.

### NUCLEAR PROPULSION COURSES

Pre-commissioning courses are held which are designed to provide detailed training in particular ship's machinery installations and are suitable for officers or senior ratings before first appointments to such ships. Included in these courses are the nuclear propulsion courses which prepare ratings of the engineering and electrical branches for service with the nuclear submarines as reactor operators. The standard of the Nuclear Propulsion Long Course is officially recognised by the Atomic Energy Authority and by the Institute of Nuclear Engineers.

Major technical courses are held for personnel taking up specific duties and include diesel, gas turbine, automatic and remote control, refrigeration, boiler specialists, welding and engineer officer's writer's courses.

## Navigation and Aircraft Direction taught in 19th-century mansion

**U**Ntil 1906 the art of navigation was taught entirely at sea. Through the efforts of Admiral of the Fleet, Sir Henry Oliver, who recently celebrated his 100th birthday, a Navigation School was then founded in the old Queen Anne building in the dockyard now used as the Staff Officers' Mess, and took the name H.M.S. Dryad. In 1941, in order to continue training uninterrupted by air raids, it was necessary to evacuate to the country and a 19th-century mansion, Southwick House, was requisitioned.

Here H.M.S. Dryad has remained, except for a period in 1944 when the house was taken over as the headquarters of Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief

for the invasion of Europe. Shortly before the date of the invasion Admiral Ramsay was joined by General Eisenhower and other Commanders-in-Chief and the historic

decision to launch the assault on June 6, 1944, was taken in the room that is now the Wardroom Mess. The wall map on which were plotted all naval movements is preserved in its original position, re-set for H hour on D Day.

There is little doubt that the navigators would have returned to their home in the dockyard after the war had not modern developments brought such revolutionary changes to the

(Continued on page iii)



"Southwick House," H.M.S. Dryad  
(Photo: C.P.O. Wrtt. D. W. Young, H.M.S. Dryad)





The Royal Naval Barracks, Portsmouth, through which, over the past sixty-odd years hundreds of thousands of men have passed. At the forefront, centre, is the rear of the Wardroom Mess. In the centre, across Edinburgh Road, is the parade ground with the accommodation blocks on the left, the building on the extreme left being the old Chief Petty Officers' Mess. Above the C.P.O.'s Mess can be seen the Detention Quarters in the dockyard. On the right, forefront, is the Roman Catholic Cathedral, the Commodore's Office block, the gymnasium, canteen and the Trafalgar Block, (Chief and Petty Officers). In the distance is the Dockyard, (No. 3 Basin), and on the top extreme left can be seen H.M. Yacht Britannia in No. 15 Dock and, next to her, in No. 14 Dock, H.M.S. Triumph

## Vast changes envisaged for R.N. Barracks

THERE can be few sailors who have not, at some time or another, been in Pompey Barracks. Some, like ships in the night, have merely passed through; others have remained for longer periods, and there have even been those who, in the past, have managed to work themselves into the structure, as it were, by becoming "barrack stanchions."

But of all these hundreds of thousands of men, how many have fully appreciated the history of the Royal Naval Barracks, Portsmouth, or of what goes on there?

So how did it all start? Until the turn of the century the Portsmouth Naval Depot consisted of several old hulks lying in the harbour—the Victory, the Duke of Wellington, the Marlborough, the Hannibal and the Asia. There are still some old photographs in the barracks of these hulks and of the men who lived in them. The hulks look anything but homely, and the men are mostly wearing straw hats and uniforms that appear as if they had been slept in—which they probably had. ("No Carnaby Street suits for liberty-men in those days.") Even so, we need not feel too sorry for these old-time sailors as theirs was a much rougher and tougher age than ours, and they were used to not having every "mod. con." provided for them.

In 1900 the Lords Commissioners of the Admiralty decided the time had come for a social revolution, and so the present barracks was built in all its solid (and stolid) late-Victorian or Edwardian magnificence. Work was completed in 1903, since when, with certain notable exceptions, time, architecturally speaking, has stood still. Until recently, that is, when the new modernisation programme was finally approved.

### IMPROVED FACILITIES

Over the next few years vast improvements will take place. New junior ratings' accommodation and improved dining-hall facilities are being built; nearly all the blocks are being entirely demolished and rebuilt, and the Wrens are eventually quitting the far-from-beautiful Duchess of Kent Barracks and moving into the Royal Naval Barracks with the sailors—in separate blocks of course.

We can get some idea of the scope of the improvements by reflecting that whereas leading ratings and below at present sleep 148 to a dormitory, they will be accommodated four to a room in the new barracks.

What are the functions of the Royal Naval Barracks? They are many. The barracks houses or administers a number of small but vital training schools such as the Officers' Divisional School, the School of Work Study, the Command Cookery School, the Special Duties Officers' School, the Royal Naval Physical Training School and the Command Seamanship School. Important personnel service organisations

are also centred in the barracks, such as Family Welfare, Command Married Quarters, Education and Vocational Training, Port Resettlement Information, Command Confidential Book Office and Legal Aid. The commodore also has responsibility for the operation of H.M.S. Victory, the R.N. Patrol Unit and the R.N. Detention Quarters. A large proportion of the releases from the Navy are done through the barracks, and temporary accommodation is constantly being provided for the crews of anything up to eight ships or more undergoing refits in the dockyard.

Other functions within the barracks are: R.N. Disturbance Allowance and Claims Office; Command Medical and Dental facilities; provision of facilities for courts martial in the Portsmouth Command and arrangements for various disciplinary matters; accommodation, training and organisation of Combined Cadet Forces and Boy Cadets in the command; Selection and Interview Boards.

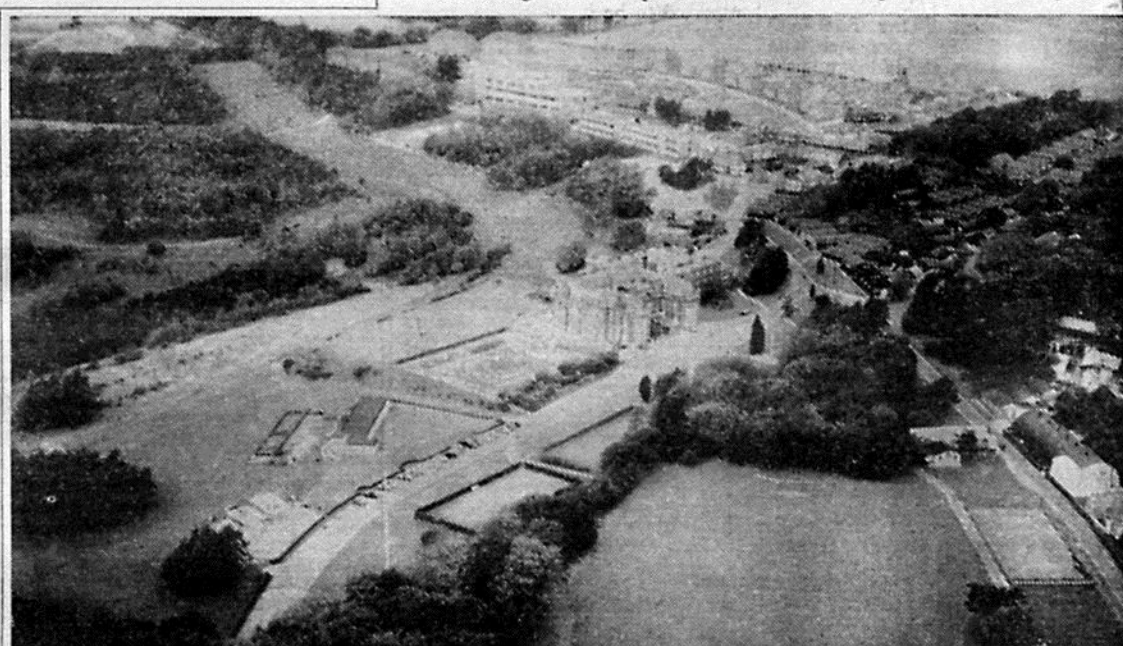
### BIG TURNOVER

The barracks, with a total population borne on the books generally in excess of 5,000, and with a monthly turnover of 1,500, is far from being an idle place. Thanks, however, to the applied science of work study, this hive of activity is nowadays channelled quickly and efficiently through a "Rating Control Centre."

We could not end this article without mentioning the Wardroom Mess. This imposing-looking edifice standing in its own grounds on the other side of Edinburgh Road retains the outward signs of the more opulent way of life of a former era. As the Flag Mess of the Commander-in-Chief, Portsmouth, it is often the scene of the entertainment of visiting V.I.P.s. It also serves as a grand hotel to a constantly changing officer population, the frequent presence of Commonwealth and foreign visitors lends it a truly international flavour.

Outside the commodore's office is displayed a coat of arms bearing the motto *Palman Qui Meruit Ferat* (Let him who has won the palm, bear it). The Royal Naval Barracks at Portsmouth continues to live up to the competitive spirit of that exhortation.

Commodore G. A. Henderson recently took over command from Commodore P. G. Sharp, D.S.C., A.D.C. (now Rear-Admiral Sharp and Flag Officer Sea Training), and the executive officer and second-in-command is Cdr. H. J. Startin, R.N. R. S. W.



H.M.S. Mercury, the Signals School, near Petersfield. Situated high in the Hampshire Downs, with magnificent views over the Solent to the Isle of Wight, it is regarded as the premier Signal School of the Commonwealth and N.A.T.O.

(Continued from page ii)

Navigation Branch. As it is, the school has expanded beyond the capacity of the old building and had to remain at Southwick, nine miles north of Portsmouth.

### NAVIGATOR'S WORK

Navigation means not only finding out where the ship is and how to get from place to place, but includes ship-handling, pilotage in narrow waters, management of squadrons and fleets and knowing what can be got out of a ship in all weathers and under all conditions.

The simple tactical plot which had been the navigator's responsibility in one form or another for centuries, had to be vastly expanded with the invention of radar and a new system, called the Action Information Organisation, was developed to compete with the greatly increased volume of tactical information being obtained by ships.

The purpose of the A.I.O. is to collect and sort out information from a variety of sources, and to present a clear picture of the situation to the captain, to other ships present, and to the controllers of the ship's armament. All the seaman branches of the Navy are involved in the A.I.O., but it is in H.M.S. Dryad that new techniques and equipment are evaluated and where A.I.O. training for officers and ratings is centred.

Also as a result of radar it became possible to direct fighters on to enemy aircraft and the Fighter Direction Officer was born. The same sort of equipment and the same sort of ratings to operate it—the Radar Plot branch—suited both the navigators and

## Mercury provided 2,400 course places in year

THE first visual Signal School was established in H.M.S. Victory at Portsmouth in the middle of the 19th century. In 1917 it was joined at the Royal Naval Barracks by the Wireless Telegraphy School from H.M.S. Vernon. King George V bestowed the title of H.M. Signal School about 1920 and by the 1930s the school and its experimental section had grown to such an extent that a move to Stamshaw Camp, Portsmouth, was projected.

The outbreak of war in 1939 deemed this move inadvisable and in 1940 the Experimental Department was moved to Haslemere. Bombing of the barrack block in 1941 precipitated the removal of the instructional element to Leydene House which, with its estate, was requisitioned as the only one suitable for the purpose in size and location.

Since its move the school has been established as an independent command in the name of H.M.S. Mercury by its functions and is regarded as the premier signal school of the Commonwealth and N.A.T.O.

### INCREASED TRAINING TASK

In common with other establishments, the training task at H.M.S. Mercury increases and undergoes many changes in order to keep in step with new equipment and techniques in the Fleet.

Primarily, the task of the Signal School is the training of all R.N. Communications officers and ratings, W.R.N.S. and certain N.A.T.O. officers and ratings. Command team training, pre-commissioning training, Royal Naval Reserve qualifying and refresher training are also undertaken. Courses range from those for officers appointed to command H.M. ships to ratings undertaking basic communications training. Over the past twelve

months over 2,400 places have been provided on various courses.

Qualifying courses for Royal Naval personnel include General and Special Duties List Communication officers, General and Supplementary List Fleet Air Arm officers and fourth-year sub-lieutenants. Courses for ratings range from instructors qualifying to new entry Part 2 training.

The emphasis in command team and pre-commissioning training is placed on fleetwork (much of it done practically in a modern fleetwork trainer) and electronic warfare.

Various courses are conducted on behalf of N.A.T.O. Not only do these achieve uniformity of standards within N.A.T.O., but they are an invaluable means of getting to know the communication counterparts in N.A.T.O. navies, with whom the Royal Navy ultimately works at sea.

Large numbers of W.R.N.S. are always under training. In recent years an increasing number of jobs have been made available overseas to give added incentive to communication W.R.N.S.

### EXTENSIVE BUILDING

In 1947 the house and grounds were bought from Lady Peel, who died shortly afterwards. After purchase, the erection of permanent buildings com-

menced. Extensive chief petty officer and junior rates accommodation has been built. Mountbatten Block provides messing facilities and a club for all rates. A new classroom block provides numerous light, airy classrooms.

A second but larger block is at present under construction. Its completion will see the end of Nissen huts, now 23 years old, as classrooms. With financial aid from the Nuffield Trust an outdoor swimming pool has been provided. Extensive playing fields, whose layout involved the clearing and levelling of heavily wooded sloping ground, squash courts, tennis courts and a .22 rifle range have been completed.

The development plan over the next ten years shows the intention to modernise, where necessary, all present permanent buildings. Additional building will give a large W.R.N.S. accommodation block, petty officers cabin accommodation, additional junior rates accommodation, a gymnasium, drill shed, new administrative block, sick bay and chapel. Leydene House itself will have a new cabin accommodation wing added.

### EXTENSIVE MODERNISATION

Today H.M.S. Dryad bears little resemblance to the old Navigation School. It is the *alma mater* of the N.D. SD(B) and SD(PR) branches and of all R.P. ratings and W.R.N.S. (RP). Centring on the original Southwick House, offices, classrooms and accommodation have spread and multiplied, and in the old stables and outbuildings replicas of the operations rooms of almost every class of ship in commission have been constructed.

A big rebuilding programme is already well advanced which will sweep away the temporary war-time construction: not only new living accommodation, including a block for the W.R.N.S., canteen, offices and classrooms, but most important of all new buildings to house the complicated equipment needed to keep pace with the training of officers and men for

(Continued from column 4)

new generations of warships. The training carried out is extensive and varied, ranging from "refresher courses" for captains to basic training for new-entry seamen selected for the R.P. branch; from one-day visits by Staff Colleges and Cadet Forces to courses lasting many months for specialist navigating and direction officers. Seamanship training, too, is part of H.M.S. Dryad's responsibility and this is carried out at the Portsmouth Command Seamanship School at Flathouse.

(Continued in column 5)



## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## EDITORIAL

"And the greatest of these is charity."

THE generous, open-hearted sailor is proverbial, yet the sailor himself rarely mentions his good works. He dismisses gifts to others, or work for others, as mere nothings, but from all parts of the world, in indirect ways, come stories of his work.

In this issue are three cases in point. A man dies and his shipmates rally round when his kit is sold "before the mast" in time-honoured fashion, to such an extent that his widow and family are the recipients of approximately £1,400. This generous action, involving an average of about £3 per man, was communicated to the Editor in about three lines, tucked away at the end of a report.

Again, another ship, after only 11 months away, gave £250 to the Guide Dogs for the Blind Fund and £250 to the Lifeboat Institution. For many years now ships have been collecting for, and eventually supplying, sufficient money to train a guide dog. And that means £250 every time. It would be interesting to know just how many dogs have been provided through the generosity of the sailor.

Another small item in this month's issue. One ship collected all the foreign small coins from various visits and handed them to a charity. Someone had the idea and went to the trouble of collecting the coins, and the ship's company, as is usual, turned out their pockets for a good cause.

But money is not everything. Articles have been published from time to time in "Navy News" of men going to some outlandish spot and painting hospitals or homes, repairing broken toys and so on. Work done in the sailor's own time. He will say it is for the "fun of it": actually it is an expression of that proverbial generosity.

Then there are the parties put on for children. "A sailors' party is the best of all" has been said in all parts of the world. And if the children are maimed or under-privileged, then the sailor makes it even the more enjoyable, goes farther out of his way to see that everyone is happy. The sailor is a happy man, and he likes to see everyone else happy.

When it comes to charity the Silent Service has nothing to be silent about.

## The Admiralty Board

# The Second Sea Lord's job—People and their problems

WITH the setting up of the unified Ministry of Defence in April last year, the "Second Sea Lord and Chief of Naval Personnel" became overnight the "Chief of Naval Personnel and Second Sea Lord," a change of title which, for inter-service purposes, made his function clearer.

To the Navy, however, he remains the Second Sea Lord and his responsibilities are unchanged: to see that the Fleet is manned by well-trained and disciplined officers and men, and backed by adequate Reservists, and to hold a watching brief for their health, welfare, housing, pay, advancement, drafting and conditions of service—to be, in effect, the ultimate Divisional Officer for every officer, sailor, Royal Marine and Wren in the Fleet. People and their problems are the whole of the Second Sea Lord's business.

## NO LIGHT TASK

Looking after a Division nearly 100,000 strong is no light task and, to help him, the Second Sea Lord has four Rear-Admirals who are respectively the Directors-General of Recruiting, Training, Manpower and Personal Services. The last of these is the welfare and conditions of the service man and he also looks to the appointment of all Commanders and below.

Each Director-General has a department served jointly by Naval officers who, as they change, bring in fresh experience from the Fleet, and by civil servants—the Personnel Secretariat—who provide continuity and the special knowledge of how to get things done in Whitehall.

The Personnel Secretariat is headed by the Assistant Under-Secretary (Naval Personnel), who works very closely with the Directors-General and, with them, attends the weekly meetings at which the Second Sea Lord discusses future policy and ensures that all parts of his organisation are kept in touch with developments.

To advise him, in addition, on the special requirements of their people, the Second Sea Lord has in his department the Commandant-General Royal Marines, the Admiral Commanding Reserves, the Medical Director-General, the Director of Naval Education Service, the Director W.R.N.S., the Chaplain of the Fleet, and the denominational Principal Chaplains.

## INTER-DEPENDENT SERVICES

Because all three Services are becoming increasingly inter-dependent, it

is important that, as far as possible, common problems should have common or similar solutions, to avoid adding unnecessarily to the differences in service conditions which have arisen from independent action in the past.



Admiral Sir Royston H. Wright, G.B.E., K.C.B., D.S.C. and Bar

Thus there is continual consultation at all levels and, in addition, the Second Sea Lord and his opposite numbers, the Adjutant-General and the Air Member for Personnel, meet formally at least fortnightly in the Principal Personnel Officers' Committee, to exchange ideas and discuss matters of joint concern.

Second Sea Lord from September, 1961, until a few days ago was Admiral Sir Royston Wright, G.B.E., K.C.B., D.S.C., who joined the Navy as a Special Entry cadet in 1927. A "salt horse," he commanded destroyers for the greater part of the Second World War, being twice mentioned in despatches in addition to the award of the D.S.C. and Bar. He had two ships sunk under him, Derwent and Hurworth, the latter being mined while trying to rescue the crew of the Greek destroyer Adrias, which had run into an unsuspected minefield during night operations in the Dodecanese. Gravely wounded with a fractured spine, Admiral Wright spent two days and nights with a Greek sailor on a raft and later on a deserted island before being rescued by a passing Greek fishing boat. For this operation he was awarded the bar to his D.S.C. and the Greek Gold Medal for Valour.

His commands after the war included the Fourth Destroyer Flotilla, Devonshire, Triumph and the R.N. Barracks, Devonport, and he served at the Admiralty as Director of Man-

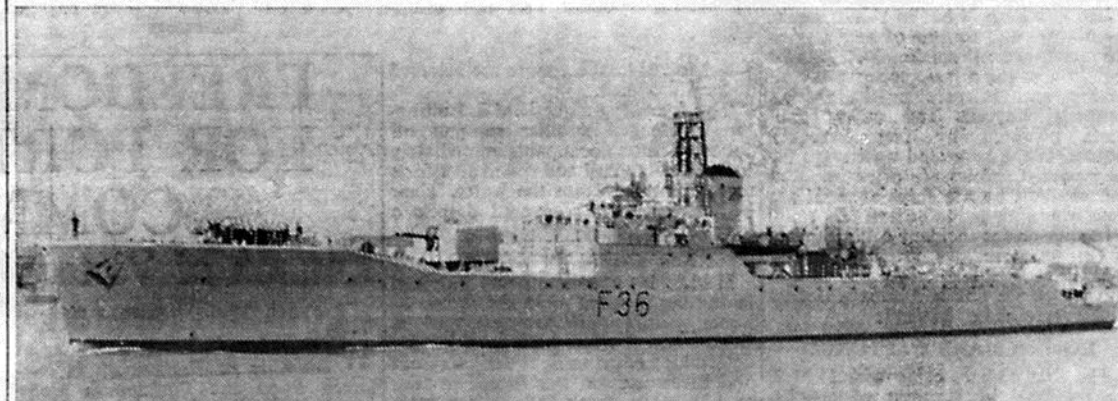


Vice-Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C.

ning and as Assistant Chief of Naval Staff before becoming Flag Officer Flotillas, Home Fleet. He was appointed Flag Officer Scotland in 1959, and it was from this appointment that he came to the Admiralty once more, to be the Second Sea Lord.

## AJAX OFFICER

On April 30 Vice-Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C., recently returned from two years in command of the Far East Fleet, took over as the Second Sea Lord. He is a gunnery specialist and gained his D.S.C. when serving in H.M.S. Ajax during the Battle of the River Plate. He has served in the Admiralty before, as Assistant Chief of Naval Staff, and was Flag Officer Flotillas, Mediterranean, and Flag Officer Air (Home) before assuming command in the Far East.



H.M.S. Whitby, the anti-submarine frigate, which is due to recommission in January, 1966, for Home Sea Service in the 20th Frigate Squadron

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## DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

H.M.S. Hecla Flight, May 5, at Portland. General Service Commission, Wasp.  
H.M.S. Burnston (C.M.S.), May 14, at Portsmouth. Seaming crew. Steam to Aden where Apollon's crew transfer Foreign Service (Middle East). Apollon's crew. Senior Officer.  
H.M.S. Blackwood (A./S. Frigate), May 20, at Rosyth for trials. Commissions July 29 for Home Sea Service. (Captain Fishery Protection Squadron.) U.K. Base Port, Rosyth.  
H.M.S. Bastion (L.C.T.), June 1, at Bahrain. Foreign Service (Middle East). Amphibious Base Port, Rosyth (F).  
H.M.S. Mohawk (G.P. Frigate), June 3, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth (B).  
H.M.S. Devonshire Flight, June 14, at Portland. General Service Commission, Wessex.  
H.M.S. Ulster (A./S. Frigate), June 17, at Devonport for trials Home Sea Service, August 12. 17th Frigate Squadron, vice Wizard. U.K. Base Port, Portsmouth.  
H.M.S. Hecla Flight, June 23, at Portland. General Service Commission Wasp.  
H.M.S. Lark (A./S. Frigate), June 24, at Portsmouth. General Service Commission. Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.  
H.M.S. Beauchamp (C.M.S.), July 1, at Portsmouth. Foreign Service (Middle East). 9th M./S. Squadron, vice Flockton. (E).  
H.M.S. Hartland Point (Escort. Maintenance ship), July 2, at Rosyth. To refit/trials crew.  
H.M.S. Lincoln (A./D. Frigate), July 13, at Singapore. Foreign Service (East of Suez). (Phased.) 24th Escort Squadron. (A).  
H.M.S. Ajax (A./S. Frigate), July 13, at Singapore. Foreign Service (East of Suez). (Phased.) Captain (D), 24th Escort Squadron, December. (C).  
H.M.S. Hecla (Survey Ship) July 27, at Glasgow. General Service Commission (Home/ North Atlantic). U.K. Base Port, Devonport. (A).  
H.M.S. Blackwood (A./S. Frigate), July 29, at Rosyth. Home Sea Service. Captain, Fishery Protection Squadron. U.K. Base Port, Rosyth.  
H.M.S. Wilkington, August 9. Transfers to 8th M./S. Squadron. Duffon's crew transfer. (Wilkington former crew return to Singapore.) Local Foreign Service (Far East). (E).

H.M.S. Leander (A./S. Frigate), August 12, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. Divisional Leader. U.K. Base Port, Portsmouth.  
H.M.S. Ulster (A./S. Frigate), August 12, at Devonport. Home Sea Service. 17th Frigate Squadron, vice Wizard. U.K. Base Port, Portsmouth.  
H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, August 19, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).  
H.M.S. Dampier (Surveying Ship), August 31, at Singapore. Foreign Service. S.W. Pacific (C).  
H.M.S. Caprice (Destroyer), September 9, at Rosyth for trials. To Reserve on completion (under consideration).  
H.M.S. Kent (G.M. Destroyer), September 9, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.  
H.M.S. Vidal (Surveying Ship), September 9, at Chatham. General Service Commission. West Indies and North Atlantic U.K. Base Port, Chatham.  
H.M.S. Bossington (M/H Conversion), September 9, at Chatham. Local Foreign Service (Far East). 6th M./S. Squadron. (E).  
H.M.S. Zulu (G.P. Frigate), September 16, at Rosyth. General Service Commission (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).  
H.M.S. Arethusa (A./S. Frigate), September 28, at Cowes. Home Sea Service. Foreign Service from date of sailing (East of Suez). January, 1966. Divisional Leader. 26th Escort Squadron. (A).  
H.M.S. Woodlark (Survey Ship Conversion), September, at Chatham. Home Sea Service. U.K. Base Port, Devonport.  
H.M.S. Bulwark (Commando Ship), September 30, at Devonport. Foreign Service (Far East) from date of sailing. U.K. Base Port, Devonport.  
H.M.S. Corunna (A./D. conversion), September, at Rosyth. L.R.P. Complement.  
H.M.S. Duncan (A./S. Frigate), September, at Rosyth. L.R.P. Complement.  
H.M.S. Hecla, September at Glasgow. General Service Commission (Home/North Atlantic). U.K. Base Port, Devonport.  
H.M.S. Burnston, September 30 at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).  
H.M.S. Cleopatra, September at Devonport, for trials. Commissions December, 1965. Divisional Leader. 24th Escort Squadron. Home Sea Service. Foreign Service (East of Suez). June, 1966.  
H.M.S. Chawton (C.M.S.), October 1 at Singapore. 9th M./S. Squadron, vice Chilcompton. Foreign Service (Middle East). (E).  
H.M.S. Parapet (L.C.T.), October 22, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron.  
H.M.S. Ashanti (G.P. Frigate), October 21, at Devonport. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).  
H.M.S. London (G.M. Destroyer), October 28, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.  
H.M.S. Kemerton (C.M.S.), October 15, at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).

H.M.S. Phoebe (A./S. Frigate), November, at Glasgow. General Service Commission. Home/East of Suez/Home/East of Suez. Capt. (D), 30th Escort Squadron. U.K. Base Port, Chatham (under consideration).  
H.M.S. Hydra (Survey Ship), November, at Glasgow. General Service Commission (Home/ N. Atlantic). U.K. Base Port, Chatham.  
H.M.S. Fearless (Assault Ship), November 9, at Belfast. Foreign Service (East of Suez).  
H.M.S. Sirius (A./S. Frigate), End of November, at Portsmouth for trials. Commissions April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing. 24th Escort Squadron. (A).  
H.M.S. Cavalier (Destroyer), End of November, at Gibraltar for trials. To Reserve on completion (under consideration).  
H.M.S. Arethusa Flight, November 15 at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

H.M.S. Llandaff (A./D. Frigate), November 18, at Devonport for trials. Commissions January 13, for Home Sea Service. 26th Escort Squadron. Foreign Service (East of Suez) from May, 1966. (A).  
H.M.S. Undaunted (A./S. Frigate), November 25, at Chatham for trials. Commission for Home Sea Service. Capt. (F), 2nd Frigate Squadron. January 27th, 1966. U.K. Base Port. Devonport (under consideration).  
H.M.S. Leopard (A./A. Frigate), December 2, at Portsmouth for trials. To Reserve on completion.  
H.M.S. Norton (M/H Conversion), December 6, at Portsmouth. Home Sea Service. 1st M./H. Squadron. U.K. Base Port, Rosyth.  
H.M.S. Penelope (A./S. Frigate), December (tentative date) at Devonport. Long Reti Programme

(Continued on page 5, column 1)

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# WHALE ISLAND—THE SPIRITUAL HOME OF NAVAL GUNNERS

WHEN Cdr. George Smith commissioned "Excellent," a 74 gun sail of the line moored in Portsmouth Harbour, as a School of Gunnery in 1830, he founded the first Naval Technical School. His terms of reference, which incidentally he wrote himself, were simply to enable "Gunnery to learn one general and perfect system of gunnery, not only to be able to give the words of command, but more particularly to see they are executed as they ought to be." It speaks much for his perspicacity that these terms of reference hold good today, although the term "gunnery" covers a much wider field than his muzzle loaders.

Excellent's responsibilities have now spread to cover the user aspects of all weapons designed to strike the enemy in the air, on the ground, or above the waterline. She is also responsible for carrying out acceptance trials of weapon equipment in new or refitted ships. This function too was foreseen by Cdr. Smith, who went on to say that "every invention relating to gunnery thought worthy of trial" should be tried in Excellent.

In 1884 the Gunnery School started to move ashore, although Whale Island (so named on account of its shape at

high water giving it the appearance of a whale's back) had begun to be used for rifle firing and drill in the late 1850's and Whale Island has been the spiritual home of Naval Gunners ever since. To meet modern needs the establishment has spread out to Eastney and Tipner, and now uses extensively the firing range, H.M.S. Cambridge, at Wembury in the West Country. Finally of course Excellent is responsible for the Navy's ceremonial, and whether it be a funeral, a freedom ceremony, Remembrance Day or the Lord Mayor's show, her cap ribbon will certainly be to the fore.

## 'No difficulty baffles great zeal'

"No difficulty baffles great zeal," was one of the favourite maxims of Admiral of the Fleet Lord Fisher who, as Cdr. "Jackie" Fisher, started the Vernon as the Torpedo School of the Royal Navy in 1872.

The challenges of the First and Second World Wars were met with skill and resolution and in this nuclear age the Torpedo Anti-Submarine branch of the Royal Navy has wide responsibilities and a vital part to play—certainly with no lack of difficulties to be tackled by the zealous.

The Torpedo School was first commissioned in 1876 in H.M.S. Vernon, a 50-gun frigate, other ships forming the school being H.M.S. Marlborough and H.M.S. Ariadne, the figureheads of which ships now stand in the grounds of the establishment. The school moved to its present site in 1923.

On October 10, 1946, the T.A.S. Branch was formed by the amalgamation of the old torpedo and anti-submarine branches, and the establishment's activities have expanded over the years and now embrace anti-submarine warfare, torpedoes, mining, mine-counter-measures and diving.

### THOUSANDS TRAINED EACH YEAR

The primary role of H.M.S. Vernon is training. Each year some 1,300 officers and 4,000 ratings complete courses, which vary in length from one week to 12 months. Practical instruction at sea is provided by the 5th Minesweeping Squadron, based in Vernon, and frigates of the 2nd Frigate Squadron, based at Portland.

The Sea Trials Department gives advice on the development of new underwater material, the acceptance of new equipment into service and carries out equipment trials on T.A.S. material in both surface ships and submarines.

Vernon is the co-ordinating authority on T.A.S. training and per-

sonnel policy, and also has responsibilities for the evolution of T.A.S. tactical doctrine.

Among other responsibilities of H.M.S. Vernon, now commanded by Capt. D. M. H. Stobie, D.S.C., R.N., are the arrangements for "Subsmash," an organisation which goes into force immediately should a submarine be suspected to be in difficulties, and the Bomb and Mine Disposal Unit. This unit is still called upon frequently to deal with bombs, mines and unidentified objects which may be lethal. This

### Other Commands

The Royal Dockyard, H.M.S. Dolphin and H.M.S. Ariel, although within the overall Portsmouth Command, are, in themselves, separate Commands, and are not, therefore, taking part in the Freedom of the City celebrations. It is hoped to be able to publish a separate article on the Dockyard in a later issue.

dangerous work has often made the headlines in the national press.

The helicopter landing ground, near the Vernon pierhead, is in constant use, and many "V.I.P.s" arrive at, and depart, from the ground every month.

### DIVING WORK

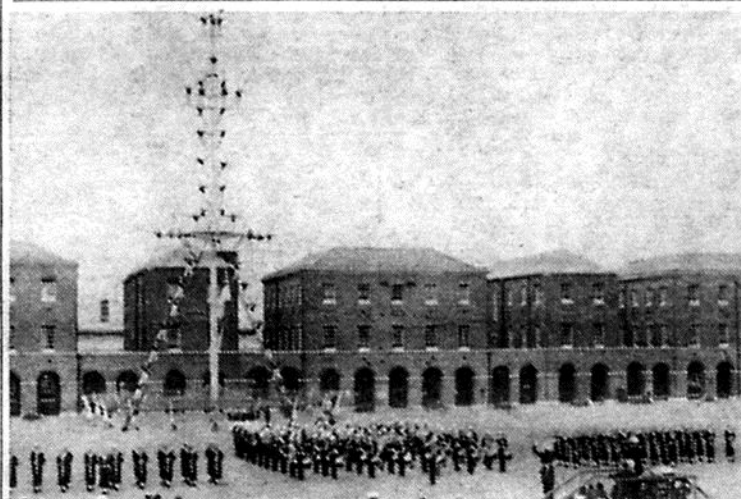
Qualifying courses for Clearance Diver officers and ratings are held in the Admiralty Diving Unit. These courses include all aspects of diving (mine hunting and clearance, general underwater work, sonar dome and propeller changes), and bomb and mine disposal.

The Royal Naval Auxiliary Service also has its home in H.M.S. Vernon.

The establishment suffered heavy bombing during the Second World War, but the modern accommodation blocks and first-class instructional equipment, housed in up-to-date buildings, make it possible for Vernon to tackle all difficult jobs with the utmost zeal.



H.M.S. Excellent. In 1856 there were two small islands, one 11½ acres and the other one-tenth of an acre. By 1880 the two islands had been joined by the dumping of material from excavations made when docks and basins were made in the dockyard. Further deposits were made until about 1895 when the island had reached its present size of about 72 acres



Mast-manning ceremony in H.M.S. St. Vincent, the Juniors' Training Establishment at Gosport. (Photograph—J. C. Lawrence & Sons, Gosport.)

## TRAINING OF JUNIORS FOR A COMPUTER-AGE NAVY

IT is in H.M.S. St. Vincent, at Gosport, named after Admiral of the Fleet Sir John Jervis, the first Earl of St. Vincent—a man who did more than any to lay the foundations of an efficient fighting Navy—that many young men receive their first taste of naval life. It is here that they come from the careers offices, aged between 15½ and 16½, with the rate of Junior Seamen or Junior Electrical Mechanic, to start their naval career.

Under the guidance of Capt. C. B. Fetherston-Dilke, R.N., with his staff of some 50 officers and 50 C.P.O. and 50 P.O. instructors, the Juniors receive their indoctrination into the ways of the Navy. Besides practical and theoretical instruction in their professional subjects, much time is also given to the continuation of their scholastic work, both to ensure that they can profit from the increasingly technical instruction that they must absorb in a com-

puter-age Navy, and to give them help in obtaining academic qualifications such as the G.C.E. Disciplinary training and parade-ground work naturally have their part and sport and activities such as expeditionary training, rock-climbing and skin-diving all have their time in the programme to help produce a fit and self-reliant young man.

Juniors spend a year at St. Vincent, divided into three terms separated by leave periods of three weeks each. During this period much attention is given to the development of character, and those who show qualities of leadership and initiative can gain the rates of Leading Junior and Petty Officer Junior, with increases of pay and privileges. Highest rate of all is that of Junior Instructor and the holder of this rate will stay on in St. Vincent on completion of his training for a period to help the training staff and to pass on his knowledge and experience gained in St. Vincent to the new entries.

St. Vincent has long been associated with the fighting Services. The site was originally occupied by a camp for French prisoners of war during the Napoleonic Wars, and, shortly after 1815, was converted into a military barracks. In 1848 these barracks were taken over by the Royal Marine Light Infantry who moved over from Clarence Barracks on the other side of the harbour. Here they stayed until 1923 when the Royal Marine Light Infantry and the Royal Marine Artillery amalgamated to become the Royal Marines, based in Eastney Barracks. Forton Barracks, as the St. Vincent site was known, remained empty until 1927, when, on June 1 H.M.S. St. Vincent commissioned as a Boys' Training Establishment.



The gateway to knowledge, the crest of H.M.S. Collingwood on the gate of the establishment. (Photo: Portsmouth Evening News.)

## A new Collingwood in ten years

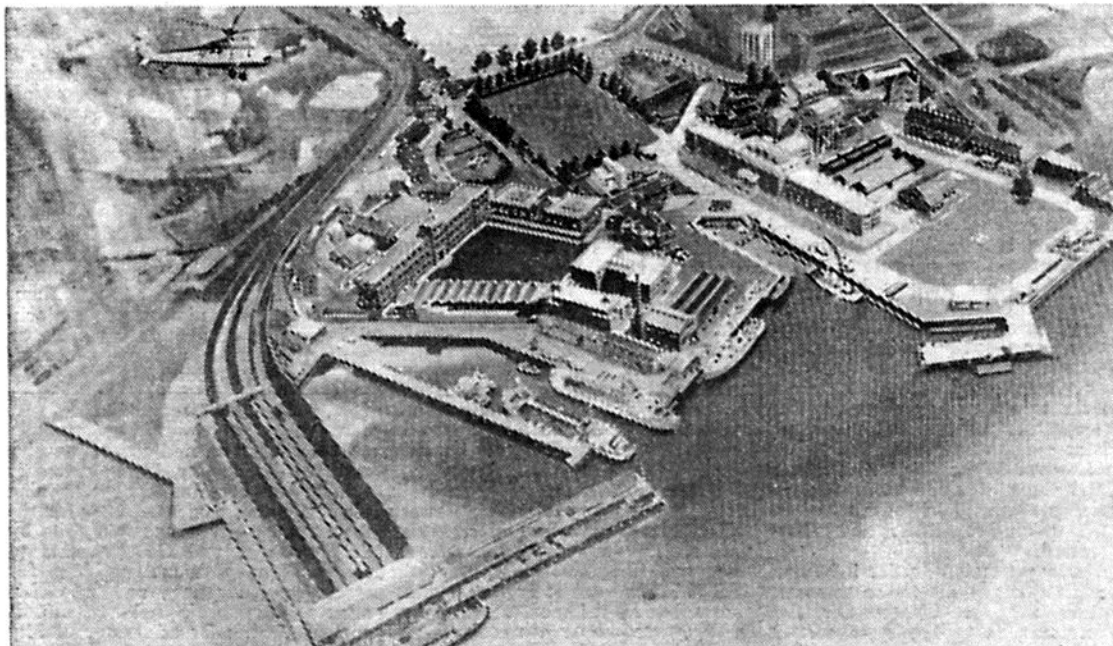
THE Navy's Weapon and Electrical Engineering Establishment, H.M.S. Collingwood at Fareham, the largest training establishment in the Navy, has had to work in buildings put up in a hurry 25 years ago. A good workman, however, does not blame his tools, and in Collingwood's case this is reflected in the very large number of men who have been trained in those somewhat inadequate buildings, who have maintained, and still maintain, all the complicated electrical equipment and machinery, etc., in a modern warship.

The fruits of a ten-year building programme, not due to be completed until 1973, are now obvious to those in, and passing, the establishment. Four accommodation blocks for junior ratings are now nearing completion, and work is underway on a further six. By 1973 most of the establishment will have been rebuilt.

Collingwood's main function is the training of apprentices and junior electrical ratings for their highly important tasks afloat. An innovation in the training of the Electrical Artificer Apprentices is that after three years in the Navy, two of them at Collingwood, the Apprentices now go to sea for about 12 months. They then return to Collingwood to complete their five-year course in the establishment.

All electrical officers and ratings pass through H.M.S. Collingwood at intervals during their service, either for instruction, or to pass on instructions and the fruits of their experience at sea, to others.

It is hoped to publish in a future issue of "Navy News" full details of the work of the establishment and of the men when they get to sea, and the qualifications necessary to become one of these highly skilled craftsmen.



This picture, reproduced from a painting by the staff of the Technical Illustration Pool, H.M.S. Vernon, shows the establishment as it will appear in the early 1970's



## ROYAL MARINES ON A TATTOO TOUR

THOUSANDS of people in 30 major cities and towns throughout England and Scotland will be able to see a spectacular military tattoo and display put on by a special display team from 41 Commando, Royal Marines, and a Massed Band of the Royal Marines, which started a five-month tour on April 13. In command of the display company is Maj. H. N. Cooper, R.M.

At each of the towns visited there will be a 90-minute display featuring a Commando raid, team competitions involving military skills, judo and unarmed combat, and the Beating Retreat and Sunset ceremonies. Also on show will be the latest infantry weapons, a Special Boat Section of swimmer-canoeists, technical trades stands, and snow warfare and climbing equipment.

There are 250 men in the team representing every trade and specialisation in the Royal Marines, and all those taking part have recently served overseas—many of them on active service in Borneo and Aden.

The tour ends in September and between April 13 and then the towns visited include Birmingham, Bristol, Cleethorpes, Corby, Derby, Doncaster, Dumbarton, Glasgow, Gloucester, Greenock, Grimsby, Harrogate, Hull, Inverness, Kettering, Leeds, Liverpool, Manchester, Motherwell, Newcastle, Northampton, Peterborough, Preston, Rosyth, Rotherham, Stafford, St. Helens, Swindon and Tynemouth.

### DISTINGUISHED SERVICE

Originally formed in 1942 from the 8th Battalion, Royal Marines, 41 Commando, now commanded by Lieut.-Col. R. P. Carter, R.M., who won the Military Cross for gallant and distinguished service during the Malayan Emergency, took part in the Sicilian, Italian and North-West European campaigns during the war and was disbanded in 1946. It was re-formed at the time of the Korean War, serving as part of the 1st U.S. Marine Division, and for its actions was awarded the American Presidential Citation. It is now based at Bickleigh, near Plymouth.

Last year the Commando, after flying to Tanganyika to deal with the trouble there, marched through the City of London with colours flying and bayonets fixed in celebration of the Marines' tercentenary. The unit provided the Guard of Honour at Tower Hill, as well as a street-lining party, for the State Funeral of Sir Winston Churchill.

### FIFTY YEARS AGO

SIR,—Fifty years ago, on May 27, 1915, the fine old battleship, H.M.S. *Maestricht*, was torpedoed by a submarine and sunk in the Dardanelles. At the time she was anchored off Cape Helles, with torpedo nets out and surrounded by merchant ships, troopships and hospital ships. It was a fine manoeuvre by the German commander to press home his attack.

This battleship, with two funnels abreast, first commissioned in 1895 as flagship of the Channel Fleet. She was wearing the flag of Rear-Admiral Stewart Nicholson when sunk. Also on board was Mr. Ashmead Bartlett, a well known war correspondent.

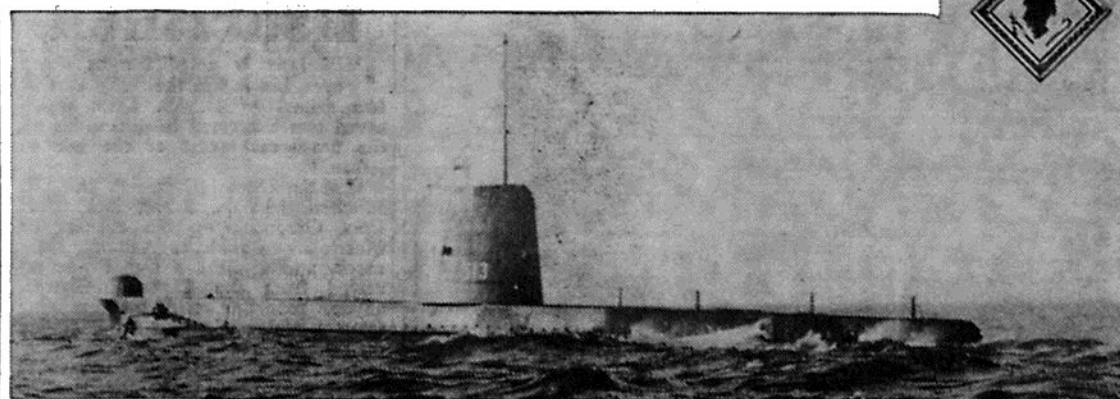
Our wireless staff consisted of one Leading Telegraphist (Vincent) and three Boy Telegraphists (Pegg, Curran and myself). Pegg was lost in the sinking.

I doubt if a very large number of the survivors are still alive as the crew, apart from six Signal Boys, consisted mainly of Pensioners, Royal Fleet Reserve men and fishermen from the Western Isles. — Yours, etc., F. THOMSON. Ex-C.P.O. Tel. Andover.

## SHIPS OF THE ROYAL NAVY

### H.M.S. OSIRIS

### No. 114



THE attack submarine H.M.S. *Osiris* was built by Vickers-Armstrongs, Ltd., Barrow, being laid down January 26, 1962, launched November 29, 1962, and completed January 11, 1964.

Of 1,610 tons (standard), 2,030 tons (surface) and 2,410 tons (submerged) displacement, the "Oberon" class of submarines, of which *Osiris* is one, are 295 feet in length (o.a.), with a beam of 26½ feet.

They have eight 21-inch tubes for homing torpedoes. With modern detection equipment, this class is capable of high underwater speed and the submarines are able to maintain continuous submerged patrols in any part of the world.

Commanded by Lieut.-Cdr. A. D. C. Lund, R.N., *Osiris* forms part of the Third Submarine Squadron based on H.M.S. *Maidstone* at Faslane.

The first Royal Navy ship to bear the name was a destroyer of 1916 which was sold in 1921. The fourth was a submarine of 1928 which was sold in 1946.

### VISITS BY SUBMARINES

THE submarines mentioned are to visit the places named on the dates stated:

H.M.S. *Alaric* visits Middlesbrough May 4 to 8.

H.M. Ships *Narwhal*, *Toten* and *Walrus* visit Lorient May 7 to 10.

H.M.S. *Orpheus* visits Barry May 14 to 18.

H.M.S. *Dreadnought* visits Southampton May 19 to 22.

H.M. Ships *Oracle* and *Otter* visit Oporto May 24 to 28.

H.M.S. *Artful* visits Casablanca May 24 to 29.

H.M.S. *Otus* visits Hangesund, Norway, May 28 to June 2.

### H.M.S. ROEBUCK

SIR,—Now that H.M.S. *Roebuck*, in which I formerly served, is about to be scrapped, I am planning a photographic history of her career and would very much welcome any pictures (or cruise details, cuttings, etc.) that readers might have to lend me.

Any photographs of any kind would be of value to me and I would especially like to come across war-time pictures and also photos taken when visiting the Baltic, Adriatic, France, Bermuda and British Guiana as well as local ports around the United Kingdom. I would be most obliged for help and will copy and return promptly pictures that are on loan, covering any expense entailed.

As a related interest, I would very much appreciate seeing prints of earlier *Roebucks*, if they should exist.—Yours etc., KENNETH KELLY, 11 Carla Lane, Irvington-on-Hudson, New York, U.S.A.

### SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained, price 6d. each, which includes postage.

*Theseus*, *Bulwark*, *Ocean*, *Eagle*, *Centaur*, *Glasgow*, *Kenya*, *Newcastle*, *Albion*, *Ark Royal*, *Loch Killisport*, *Diana*, *Tacturn*, *Darwin*, *Cherub*, *Zest*, *Vanguard*, *Murray*, *Cumberland*, *Scorpion*, *Liverpool*, *Apollo*, *Lyra*, *Salisbury*, *Sheldrake*, *Girdle Ness*, *Maidstone*, *Newfoundland*, *Warrior*, *Britannia*, *Bermuda*, *Victorious*, *Corunna*, *Alamein*, *Vize*, *Tyne*, *Jutland*, *Talent*, *Palliser*, *Explorer*, *Porpoise*, *Redpole*, *Gambia*, *Tiger*, *Russell*, *Dainty*, *Protector*, *Undine*, *Defender*, *Darlington*, *Carron*, *Whitby*, *Essex*, *Bourne*, *Torquay*, *Mounts Bay*, *Belfast*, *Hermes*, *Armanda*, *Yarmouth*, *Lion*, *Hartland Point*, *Leopard*, *Taken*, *Chichester*, *Echo*, *Loch Fada*, *Tenby*, *Puma*, *Blake*, *Excalibur*, *Troubridge*, *Rhyl*, *Camperdown*, *Oberon*, *Cachalot*, *Blackpool*, *Berwick*, *Diamond*, *Acheron*, *Layburn*, *Scarborough*, *Sea Lion*, *Falmouth*, *Ashand*, *Broadsword*, *R.F.A.*, *Tidesurge*, *Striker*, *Flymouth*, *Barossa*, *Virago*, *Lisland*, *Nubian*, *Hampshire*, *Gurkha*, *Caprice*, *Adamant*, *Ekim*, *Duchess*, *Brave Borderer*, *Asincourt*, *Leander*, *Grenville*, *Tartar*, *Jaguar*, *London*, *Alax*, *Devonshire*, *Lowestoft*, *Kent*, *Hardy*, *Dreadnought*, *Eagle* (modernised) and *Lynx* (modernised).

### Helicopter tows cabin cruiser

WHEN a Wessex helicopter of 848 Squadron was returning to Culdrose on November 26, 1964, red distress flares were sighted out at sea some four miles east of Looe, and the pilot, Lieut. Michael Smith, R.N., of Bromley, with Sub-Lieut. I. Mackenzie, R.N., of Rutherglen and R.E.M. (Air) i/c Thomas Kneale of Douglas, Isle of Man, on board, decided to investigate.

It was dark at the time and after a search, using the helicopter's landing light, the cabin cruiser *Aphrodite*, with two men on board, was sighted. Her engines would not start and she was drifting, motorless, ashore, some 800 yards from the rocks.

Sub-Lieut. Mackenzie was lowered on to the cabin cruiser, which had a 45

degree roll in the heavy swell, and Lieut. Smith started to tow her towards Looe. The line parted after 10 minutes, but a second was devised, using the helicopter winch wire and a line from the *Aphrodite*. The cruiser was towed successfully until almost alongside in Looe harbour.

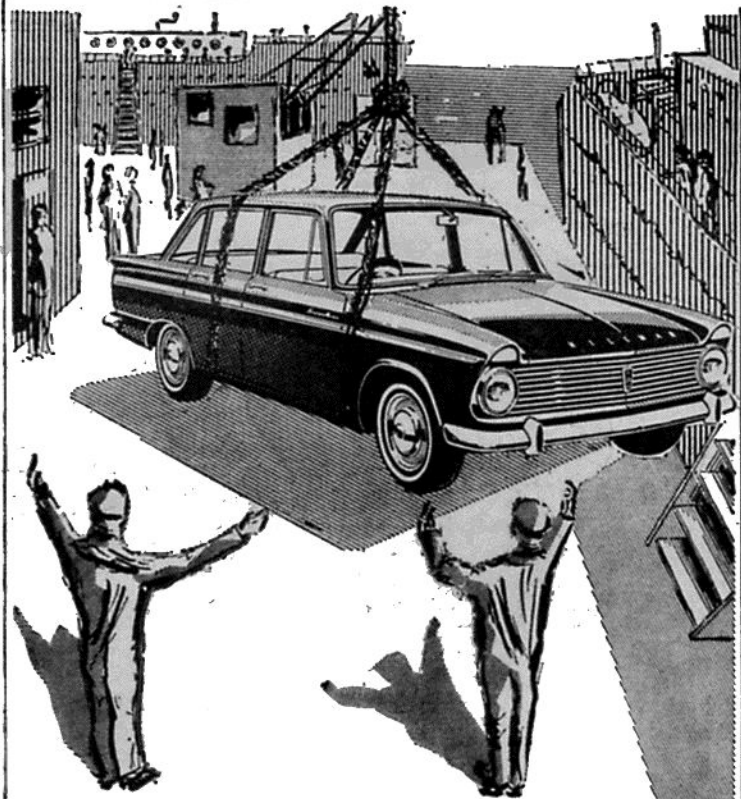
Lieut. Smith and his crew have each been awarded the Queen's Commendation, the citation referring to "the brave conduct of the helicopter crew."

### TRINCOMALEE

WHEN a cyclone swept Ceylon recently the Church of St. Nicholas at Trincomalee was badly hit and the harmonium was damaged beyond repair.

Arriving at Colombo on May 6 is a new harmonium, a gift from the Royal Navy, demonstrating the close association between the Service and the Church.

The Royal Navy's connections with Trincomalee go back over 150 years. The R.N. Dockyard there closed for Admiralty purposes in 1958.



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### SHIPS OF THE ROYAL NAVY

No. 114 - H.M.S. OSIRIS

The Editor, "Navy News," R.N. Barracks, Portsmouth:  
Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

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Postcard photographs of the previous ships in this series may be obtained without coupon, price 6d. each including postage. See this page for names of ships already issued.

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## A FLYING VISIT

**A**N unexpected visitor to R.N. Air Station, Brawdy, at the end of March, was the Chief of Naval Staff, Admiral Sir David Luce.

The Admiral was due to spend a day at sea in H.M.S. Ark Royal in the English Channel, but because of poor weather in that area and the good weather forecast for South Wales, the ship carried out its flying programme in the Irish Sea.

The First Sea Lord arrived at Brawdy by air from Lee on Solent, was kitted up in flying clothing and flew to the ship, accompanied by his Naval Assistant, Capt. D. Roome, R.N., in a Gannet of 849 "C" Flight, piloted by Lieut. R. C. Boland, R.N. They returned to Brawdy during the afternoon and departed for Northolt soon afterwards.

The First Sea Lord talking to Cdr. (Air) Cdr. D. G. Baker, R.N., at Brawdy before flying to Ark Royal.

## R.M. Band to tour America

**THE** Band of the Royal Marines' School of Music is to perform at this year's Edinburgh Tattoo, from August 30 to September 12.

The Band, together with a Royal Marines motor cycle display team of 16 riders from the Technical Training Wing of the Royal Marines at Fort Cumberland, Portsmouth, will then tour the main towns and cities of the United States, a tour which will last from mid-September to mid-December.

## Lynx saves fishermen

**THE** lynx is noted for its sharp eyes, but it was the sharp ears of two sailors of H.M.S. Lynx which saved two fishermen in difficulties off the north-west coast of the Isle of Arran.

H.M.S. Lynx (Capt. P. G. R. Mitchell, M.V.O., R.N.), had sailed from Greenock on the evening of March 26 en route to Aalborg, Denmark, and at 2112 a signal was received from the Captain-in-Charge, Clyde, reporting two men missing from a fishing trip in a small dinghy off Arran.

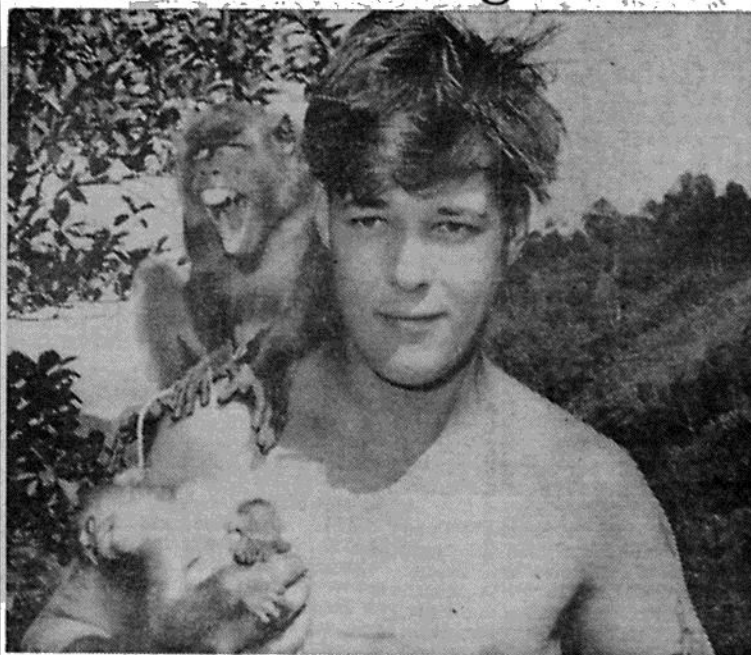
The ship immediately reversed course and headed for the area in which the men were believed to be, there to join the Campbeltown lifeboat and several fishing vessels which were already searching. With a 15-knot wind, and driving sleet and rain, conditions were not ideal for finding a small boat, although the sea was, fortunately, only moderate. Signal projectors were trained just abaft either beam to assist the look-outs, while not blinding the bridge crew.

After searching for two hours in the confined waters between Arran and the Mull of Kintyre with the visibility down to 200 yards, hope of ever sighting a small boat was getting slender. Then Able Seaman Ayre, of Liverpool, the starboard look-out, and Able Seaman Inglis, of Edinburgh, the lifebuoy sentry, both reported hearing shouting on the starboard side. Engines were stopped and a sweep with the signal projector revealed the dinghy.

The dinghy was brought alongside and the youths who had by this time been exposed to the elements for some seven hours, were brought on board, given dry clothing and served with an enormous meal of soup, sausages, eggs, chips and baked beans.

The Campbeltown lifeboat then (Continued in column 4)

## 'I don't like being washed'



A sailor with a great affection for animals is 18-year-old Std. Clive Crisp, who comes from Stamford, Lincs. He is seen here with two monkeys, pets of 845 Naval Air Commando Squadron at their forward base at Nanga Gaat, 200 miles from the sea in the heart of the Sarawak jungle in Malaysian Borneo. Clive sees that the monkeys—likeable but rather mischievous—are well fed and taken for their daily exercise, which includes a dip in the nearby Baleh River. The smaller, only a few weeks old, he bought from the local Iban natives who had caught its mother. Clive is doing a variety of jobs at Nanga Gaat, from whence the squadron flies troops and supplies to forward areas near the Indonesian border.

## 100—and still likes his tot

**CHIEF** Petty Officer James Wilson, who retired nearly half a century ago, celebrated his 100th birthday on April 6, and was visited by two officers armed with a bottle of rum.

Mr. Wilson, a little deaf but otherwise very agile, now lives with his niece in Charnock Street, Leyland, Lancs. He is still very proud of his naval service and believes those daily tots of rum, and the healthy life afloat,

have been responsible for his longevity.

Born at St. Helens, Lancs, he was a fisherman before joining the Royal Navy at Devonport on April 30, 1885, just eighty years ago. He became a stoker and served in many ships, including the battleship H.M.S. Renown just before the turn of the century when she was flagship on the North America and West Indies Station, and later in the Mediterranean.

He was pensioned in 1907 but was recalled as a member of the Royal Fleet Reserve at the beginning of the First World War, serving mainly as an instructor before he was demobilised on March 6, 1919.

He still brings in the coal and takes his dog, Sweep, for a walk, and when visited by Major A. E. Ebsworth, R.M., Careers Staff Officer, N.W. Region, and Lieut. B. S. Moore, R.N., Careers Officer R.N. and R.M. Preston, bristled at attention.

A congratulatory telegram was sent to him by the Minister of Defence for the Navy, Mr. Christopher Mayhew, M.P.

(Continued from column 3) came alongside to return the men to shore. Unfortunately, in doing so, the lifeboat crushed the dinghy and this had to be abandoned. There went Lynx's salvage money.

H.M.S. Lynx then resumed her course for Denmark, her good deed for the day done, and with the thanks of two young fishermen who will long remember Friday, the 26th.

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## Wrens for Singapore

IN 1966 a Women's Royal Naval Service Unit of about 70 W.R.N.S. officers and ratings is to be formed at Singapore.

One of the forerunners is Third Officer Elizabeth Morley, W.R.N.S., who is about to fly to H.M.S. Terror, the naval base in Singapore. There she is taking up an appointment as a Pay and Cash Officer in the Base Supply Office.

This will be Third Officer Morley's second overseas appointment since joining the W.R.N.S. in February, 1959. As a Wren Writer (Pay) she served in H.M.S. Rooke at Gibraltar for two years, 1960-62.

She was selected to attend the W.R.N.S. Officers' Training Course at the Royal Naval College, Greenwich, and was commissioned on February 10, 1963.

Third Officer Morley will join three W.R.N.S. officers and two Chief Wren Welfare Workers already serving in Singapore.



Third Officer E. R. Morley, W.R.N.S.

## Surprise for cadets

TWENTY members of the Combined Cadet Force, representing nine different schools, recently attended a Naval Aviation Course at R.N. Air Station, Brawdy. In charge was Lieut. (C.C.F.) F. Gamkin, who in everyday life, is Classics Master at Langley School, Norwich.

During the course the cadets were shown every facet of life in a modern Naval Air Station which, for two of them, included their first flight in a Vampire jet aircraft.

The cadets from Ampleforth College were surprised, when the party had tea with Naval pilots undergoing advanced flying training, to learn that one of their hosts was, until three years ago, a pupil at their own school.

## MUCH FOR LITTLE

COINS and notes of various nationalities and denominations were collected by the ship's company of H.M.S. Decoy, which returned to Portsmouth recently and handed to the Oxford Committee for Famine Relief.

Wishing to express the thanks of the Portsmouth Committee the Hon. Treasurer, Mr. G. Brooker, stated that the donation amounted to £9 4s. 4d. and that it was very rewarding for the committee to know that men who had travelled and seen the poverty overseas did not forget those they had left, whose misfortune it was to be born in another land where not getting enough to eat was commonplace.

## SCHOOL PLAY

THE play chosen for the Royal Hospital School's annual dramatic performance this year was 'The Government Inspector' by Nikolai Gogol.

Set in a small town in pre-revolution Russia, the plot concerns the terror felt by the Mayor and other civil servants when it is rumoured that an inspector has been sent, incognito, to check on their efficiency.

An obscure, penniless clerk from St. Petersburg is mistakenly taken for the inspector and he profits from the somewhat conscience-stricken officials who have been lining their own pockets.

In the process we are treated to a very amusing picture of the foibles of officialdom and the weaknesses of human nature in general.

The school production was most enjoyable and there is not space in a short notice to detail all the various points which deserve mention; however, one cannot omit the splendid set painted by the Art Master, Mr. Brooke, the acting of the two principal characters by Horton of Raleigh House and Longworth of St. Vincent, and the production by Mrs. Hawkins and Mr. Nye.

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer: JX 150810 W. M. Edwards, JX 549704 D. W. Gilchrist, JX 654332 E. G. Souness, JX 661507 B. F. N. Legge, JX 866014 G. J. P. Hampton, JX 818351 D. H. Charman, JX 843202 G. Streeton.

To Chief Petty Officer Writer: MX 850198 P. R. Tuckey.

To Chief Petty Officer Cook (O): MX 856122 R. A. Pratt.

To Acting Chief Engine Room Artificer: MX 818796 D. G. Mansfield, MX 857658 M. D. Butler, M 928572 R. I. H. Gregory.

To Chief Engineering Mechanic: KX 867204 W. Fawcett, KX 763464 P. J. Adams, KX 809518 J. Beck.

To Acting Chief Ordnance Artificer: MX 913750 D. L. R. Parfitt.

To Acting Chief Radio Electrical Artificer: MX 120570 R. C. Pengelly, M 933743 P. J. Varney, MX 913601 G. W. Bishop, M 928613 A. H. Taylor.

To Chief Radio Electrician: MX 915612 B. R. Roberts, M 933213 J. C. W. Crane, MX 881733 J. R. Nichols.

To Chief Electrician: MX 874345 J. E. Hayes, MX 908340 P. G. Fenner, MX 890937 A. D. S. Wallis, MX 860675 T. Gilmour.

To Chief Radio Supervisor: JX 864749 M. A. Carpenter.

To Chief Radio Supervisor (W): JX 911754 B. Howlett.

To Chief Communications Yeoman: JX 245892 J. Duffy.

To Sick Berth Chief Petty Officer: MX 887378 L. G. Bantor.

To Acting Chief Aircraft Mechanician (AE): L/FX 820960 R. H. N. Saunders.

To Chief Air Fitter (AE): L/FX 847407 K. H. Masters, L/FX 851782 J. R. Partington.

To Acting Chief Electrical Artificer (Air): L/FX 902630 T. A. Bunce, L/FX B. S. Winterburn.

To Chief Electrician (Air): L/FX 892805 B. Hargreaves.

To Acting Chief Radio Electrical Artificer (Air): L/FX 669832 E. Andrews, L/F 933769 R. L. Russell.

To Chief Wren: 76517 J. K. Hall (Category: Standard (G)).



Father and son alongside H.M.S. Mohawk

## FATHER AND SON SERVE TOGETHER

WHEN H.M.S. Mohawk (Capt. I. G. W. Robertson, D.S.C., R.N.) sailed from Bahrain for an exercise in March, E.R.A. Christopher Malkin and his son, Junior Engineering Mechanic John Malkin were afloat together for the first time. The father is serving in H.M.S. Mohawk, and the son was lent for a week from his ship, H.M.S. Meon.

During the time he was on board John worked alongside his father and was able to appreciate the differences in design between the new generation of ships and those, like Meon, which were built during the last war when his father was beginning his service.

Both Mohawk and Meon will be back in the United Kingdom during the summer, when father and son will be reunited with daughter and sister, Lynne, who is still at school in Weymouth.

Mr. J. P. W. Mallalieu, M.P., Parliamentary Under-Secretary of State for the Navy, visited H.M.S. Dolphin on April 22, and sailed in H.M.S. Otus when she sailed for a routine exercise on April 23.

## Community Centre for new Estate

INFORMATION has been received that the Trustees of the Naval Central Fund have approved a grant of £1,500 towards the cost of providing a clubhouse and recreation room for the officers and ratings and their families living on the new Married Quarters estate at R.N. Air Station, Brawdy. (See April's "Navy News.")

In 1963 a similar grant was made for a Community Centre on Brawdy's existing Married Quarters estate. A prefabricated wooden building was erected and it proved a tremendous success, and a great benefit to everyone who lives on the estate. It is used for a wide range of activities including Brownies, Wolf Cubs, Wives' Club, Church services, Sunday school, Scottish country dancing and Bingo, and as a social meeting place (when there is a bar open) on several evenings of the week. In short, it both meets and stimulates community activities.

There is every prospect that the new building will in due course prove to be an equally successful investment.

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## DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

1966

H.M.S. Llandaff (A./D. Frigate), January 13, at Devonport. Home Sea Service followed by Foreign Service (East of Suez) from date of sailing. 26th Escort Squadron. (A).

H.M.S. Falmouth (A./S. Frigate), January 13, at Devonport. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Brighton (A./S. Frigate), January 13, at Chatham. General Service Commission. (Phased.) Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Chatham.

H.M.S. Aisne (Destroyer), January 13, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Whitby (A./S. Frigate), January. Re-commissions and transfers from 26th Escort Squadron to 20th Frigate Squadron for Home Sea Service. Place of commissioning and U.K. Base Port under consideration.

H.M.S. Cassandra (Destroyer), January, at Gibraltar. Local Foreign Service. L.R.P. Complement.

H.M.S. Minerva (A./S. Frigate), January, at Newcastle for Home Sea Service. Foreign Service (East of Suez) from date of sailing. 26th Escort Squadron U.K. Base Port, Devonport (under consideration) (A).

H.M.S. Zest (A./S. Frigate), January, at Portsmouth. General Service Commission. (Phased.) Home/W. Indies/Home/W. Indies. 8th Frigate Squadron from 24th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cleopatra (Frigate), January, at Portland. Foreign Service Wasp.

H.M.S. Kent (Frigate), February 10, at Portland. General Service Commission Wessex.

H.M.S. Fife (G.M. Destroyer), February 11, at Glasgow General Service Commission. Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Dartington (C.M.S.), February. Transfer to 8th M/S. Squadron. (Lanton's crew transfer). Local Foreign Service (Far East). (E).

H.M.S. Kirkliston (M./H. Conversion), February, at Rosyth. Foreign Service (Middle East). 9th Minesweeping Squadron. (Senior Officer when on station.) (E).

H.M.S. Aurora (A./S. Frigate), February, 1966. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. Divisional Leader 30th Escort Squadron. Transferred from 2nd Frigate Squadron. U.K. Base Port, Chatham.

H.M.S. Maxton (M./H. Conversion), February 25, at Devonport. Local Foreign Service (Far East). 6th M/S. Squadron. (E).

H.M.S. Minerva (Frigate), February, at Portland. Foreign Service Wasp.

H.M.S. Relentless (A./S. Frigate), March, at Devonport. General Service Commission. (Phased.) Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. Transferred from 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. London (Frigate), March 3, at Portland. General Service Commission. Wessex.

H.M.S. Puncheston (C.S.M.), March. Transfers to 8th M/S. Squadron. Penston's crew transfer. Local Foreign Service (Far East). (E).

H.M.S. Forth (S./M. Depot Ship), March, at Chatham. Home Sea Service. Capt. 3rd S./M. Squadron. U.K. Base Port, Rosyth.

H.M.S. Malcolm (A./S. Frigate), March (tentative date) at Rosyth, for trials. Home Sea Service. Commission date uncertain. Fishery Protection Squadron U.K. Base Port, Rosyth.

H.M.S. Darling (Destroyer), March, at Devonport. Trials crew. To reserve on completion of Long Refit.

H.M.S. Nubian (G.P. Frigate), April, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).

H.M.S. Lincoln (A./D. Frigate), April, at Portsmouth. L.R.P. complement.

H.M.S. Glamorgan (G.M. Destroyer), April, at Newcastle. General Service Commission. Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Jaguar (A./A. Frigate), April, at Chatham. L.R.P. complement.

Notes: The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth, but which will normally refit and/or give leave at Chatham.

As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O), or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.



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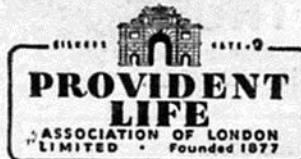


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## ALBION TAKES MEDICAL AID TO RUSSIAN TANKER

WHEN the Commando Ship, H.M.S. Albion, was in the Indian Ocean on April 20, she received a signal saying that a crewman in the Russian tanker, Poti, 8,229 tons, needed medical help.

Capt. J. H. Adams, R.N., Commanding Officer of Albion, ordered his ship to close the 900 miles separating her from the Poti at 25 knots, medical advice being given by radio until the ships met. Poti was bound for Port Victoria, Mahe Island, in the Seychelles.

When the ships met, Surg.-Cdr. G. Hayes, R.N., was transferred to the Poti, where he treated the crewman for steam burns on his face, chest, back and arms.

After treatment the injured man was reported to be out of danger and the tanker proceeded to Port Victoria to land him for further treatment.

## Lion had no luck with crocodiles

H.M.S. Lion has had a busy start to the year, including visits to such widely contrasting places as Malta, Bergen, Toulon and Gambia and has flown a variety of Admirals' flags in the process.

From the cold of Toulon in February, Lion sailed straight for Bathurst where she was to play an extremely useful part in the Gambia independence celebrations. An exceptionally heavy programme of sporting, official and social activities awaited the ship's company, and the ship was at once denuded of all save watchkeepers to meet the demand. Amongst other things sailing, swimming, cricket, tennis, squash, fishing, volleyball, and golf was organised and tested resources to the limit, though the ship's teams acquitted themselves well, if not with a great deal of success. Trips up the Gambia river were also organised and

a team of crack shots hunted hopefully for crocodiles but did not find any although they were wonderfully entertained by the natives during the two nights they spent at one of the local villages.

The independence ceremony itself followed what must by now be a stereotyped pattern for such occasions. The ceremonial was divided between the Lion platoon which had practised hard for the occasion and the local police and band. Drill throughout was of a high standard and the Lion contingent earned praise not only for this but for remaining rock steady under fire from rocket sticks loosed off by enthusiastic but luckily inaccurate artillerymen. On Lion's last day in Bathurst, their Royal Highnesses, the Duke and Duchess of Kent, were taken 17 miles up river in the ship to Fort James' Island which was the first British settlement in the Gambia. Their Royal Highnesses also took the opportunity of walking round the ship.

### SKI-ING WITH ABANDON

Lion left the warmth of Gambia to spend a week in March in Bergen along with Ark Royal, Tiger and several other British and N.A.T.O. ships. During the week-end, the locals on the ski slopes above Voss, which is a ski resort two hours' train ride from Bergen, were startled by a strange phenomenon. "Jack" on skis. In all, 500 officers and ratings took the opportunity on skis kindly lent by the Norwegian Army and, true to tradition "Jack" applied himself with élan to this new sport, scorning the practice slopes and hurtling down the steepest slopes with reckless abandon! The slopes were strewn with tumbling, lurching figures and the ski lanes looked as if they had been sprayed by machine-gun fire as sailor after sailor rolled to disaster.

During the stay in Bergen, Lion flew the flag of the Commander-in-Chief Home Fleet, Admiral Sir Charles Madden who, in his capacity as Commander-in-Chief Eastern Atlantic had conducted Exercise "Pilot Light" and King Olav of Norway was received on board.

Lion has just completed a short period in Devonport in dockyard hands and will be sailing for Amsterdam on May 10 for a visit which will coincide with British Trade Week there. She will be flying the flag of Admiral Commanding Reserves.

## NOTEWORTHY ACHIEVEMENT BY F.A.A. PILOT

LIEUT. D. R. White, R.N., senior pilot of 759 Squadron at R.N. Air Station, Brawdy, completed a noteworthy achievement on April 12 by clocking up his 5,000th flying hour, 17 years to the very day after he took off on his first training flight. Such an achievement is unusual because virtually all his flying has been carried out in single-engined aircraft of relatively short endurance.

After this flight he was congratulated by the Commanding Officer of the station, Cdr. (Air), Squadron Commander and officers and invited to cut a cake baked specially for the occasion.

To ensure that his head did not become too big for his flying helmet, Lieut. White was then unceremoniously dumped, in his full flying kit, in the nearest static water tank, by some of his students.

Lieut. White, who was educated at Hinkley Grammar School, joined the Fleet Air Arm in 1947 on a scheme, then in existence, for rating aircrew.

During his career he has served in six aircraft carriers and flown about 30 different types of aircraft. He saw action in the Korean War where he had to bale out of his Seafire on being shot down. Apart from four months spent recovering from burns sustained on this occasion, he has been continuously engaged on flying duties.

Much of his flying has been as a flying instructor, his experience covering the whole of this field, from initial training to his present appointment as an advanced flying instructor on Hunter jets.

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deeply padded, and reshaped to hug you when you're hustling through the curves. Then there's moulded carpet from door to door and the supplest upholstery on any car (at any price)—two-way-stretch Ambla. Finally, we added safety padding covers for grab handles and door-waist rails.

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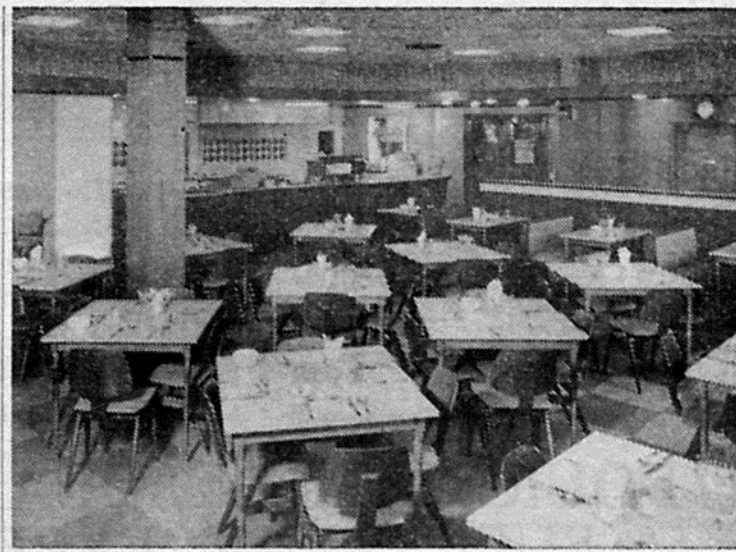
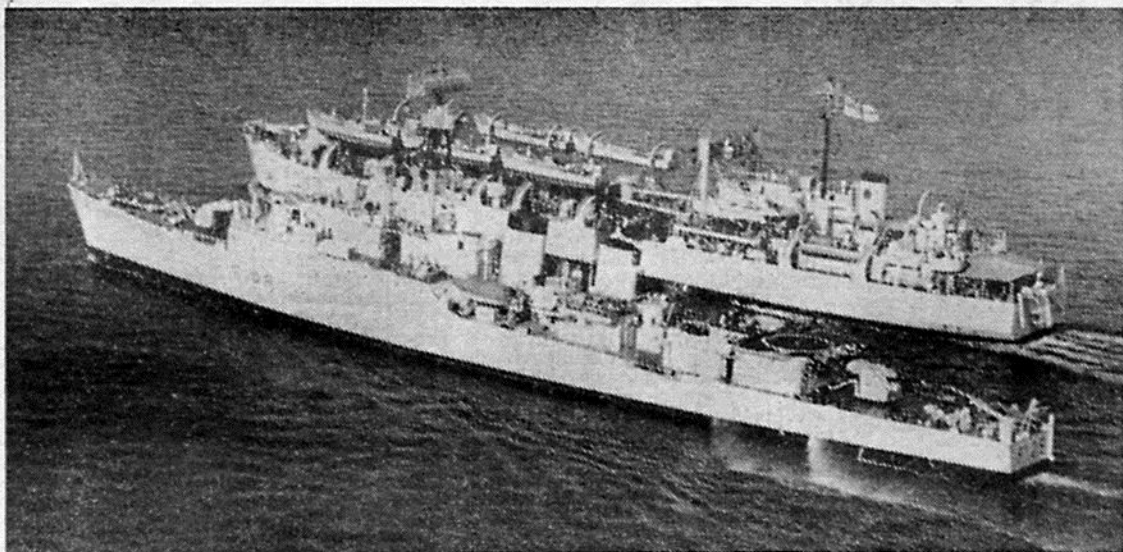
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## BAHRAIN DISORDERS ENDED 'FOMEX 20'

THE photograph accompanying this article was taken from H.M.S. Mohawk's Wasp helicopter on March 13 when Exercise "Fomex 20" was in force. Other ships taking part were Anzio, Zulu, Meon, Ashanti, Parapet and ships of the 9th Minesweeping Squadron.

On March 12 gunnery practices were carried out by the three "Tribal" class frigates against pilotless target aircraft launched from the flight deck of H.M.S. Ashanti. H.M.S. Zulu fired two Seacat missiles and one of the targets was shot down by H.M.S. Mohawk's 4.5-inch guns. Air attacks on the force were carried out by Hunters of 208 Squadron, R.A.F., based at Muharraq, in Bahrain.

Two companies of the 1st Battalion The Parachute Regiment dropped on to Yas Island on March 12, and the Royal Marine detachments from the three frigates transferred to the L.S.Ts. Anzio and Messina, to join "A" and "B" Squadrons of the Inniskilling Dragoon Guards and their tanks, prior to the assault on the beaches of Jazirat Al Yas on March 13.

The assault was preceded by a bombardment by the frigates. During this bombardment the ships were recalled to Bahrain because of civil disorders in the Island, and in the event, the main assault did not take place. The paratroops were hurriedly embarked in the frigates which sailed for Bahrain at best speed.

H.M.S. Mohawk (Cdr. I. G. W. Robertson, D.S.C., R.N.) returned to Portsmouth, arriving at Spithead on April 30, after 11 months on the Middle East Station, during which period she steamed over 45,000 miles,

visiting ports as far apart as Mina al Ahmadi in Kuwait to Mombasa in Kenya. She twice visited Karachi.

### £500 FOR CHARITIES

During the commission the ship's company have raised £500 for their two selected charities, the Royal National Lifeboat Institution and the Guide Dogs for the Blind Fund. Cheques for £250 each were presented on May 1 to representatives from the two organisations, who met the ship at Spithead. An inshore lifeboat will be bought with the one cheque and the other will be spent on training the puppy "Mohawk" to be a guide for a blind person.

Mohawk is the first frigate to have had a Wasp helicopter embarked during her time on the Middle East Station. This has proved a very great asset. As well as being used in the anti-submarine role during exercises and in the search role on dhow patrols, the helicopter has been used on several "mercy" missions (including flying two members of the ship's company to hospital for emergency appendicitis operations).

After ten days in Portsmouth, during which time most of the ship's company will be able to take some well-earned leave, the ship is to be steamed to Rosyth where she will undergo a refit. She is due to recommission on June 3.

H.M. Ships Mohawk and Messina on an exercise in the Persian Gulf

## 'Copter drops wreath where Voyager sank

ON February 10 a Westland Wessex helicopter from H.M.A.S. Albacross, carrying Chaplain W. T. Wheelton, R.A.N., and Father F. Lyons, hovered over the spot where 82 men of H.M.A.S. Voyager were lost when the ship was in collision with H.M.A.S. Melbourne 12 months previously.

The two Chaplains dropped a wreath into the sea and said prayers in memory of those who lost their lives. Memorial services were also held on Sunday, February 14, at the Memorial Chapel, H.M.A.S. Watson, the next of kin and relatives of deceased officers and men were present.

It has been stated that all relevant compensation that could be made under the regulations was made by the Royal Australian Navy within a few months of the loss of Voyager. Liability for the loss of purely personal belongings has now been accepted and steps are being taken to assess the full extent of the claims.

## £80,000 face-lift for Royal Sailors' Rest

A MODERNISATION programme which has taken the best part of two years to complete at a cost of over £80,000 was virtually ended on April 9 when Mrs. Christopher Mayhew, wife of the Minister of Defence for the Royal Navy, unveiled a plaque to commemorate the reopening of the Royal Sailors' Rest, Edinburgh Road, Portsmouth.

Rear-Admiral H. R. Law, C.B., O.B.E., D.S.C. (chairman of the Trustees of the Royal Sailors' Rests) welcomed the many guests, saying that the reopening, in a sense, was a misnomer for during the reconstruction of the building, it was never closed. He said that the modernised premises were in keeping with the high standard that the sailor deserved.

The "refit" has made the Rest one of the most up-to-date Service men's and Service women's clubs in the country. Each cabin, furnished in modern style, has a handbasin with hot and cold water, fitted wardrobe, electric shaver plug, radio and call system, and divan bed with foam mattress.

### COMPLETE TRANSFORMATION

No effort has been spared to effect a complete transformation of the 60-year-old building and to make it into a place where Service men and women can find rest and relaxation, food for body, soul and mind, at the most moderate prices the society can afford.

The Chaplain of the Fleet, the Ven. Archdeacon R. W. Richardson, Q.H.C., M.A., R.N., in a short address, said last year he visited the Singapore Rest, which was doing such fine work and, in looking after "all sorts and conditions of men" was fulfilling the spirit of Miss Weston. He ended by saying that recently he had come across a phrase which appealed to him: "The good men do today becomes the happiness of tomorrow." He said he would like to rephrase it—"The good Miss Weston did yesterday has become the happiness of the sailor today."

Mrs. Mayhew, in a most charming manner which belied the feeling of fright from which she said she was suffering, spoke of the work of Miss Weston, her gentle upbringing and the difficulties she encountered when she left her home in Bath to go to Plymouth to work among the sailors. When she unveiled the plaque she said: "May God bless this building and all who make use of it."

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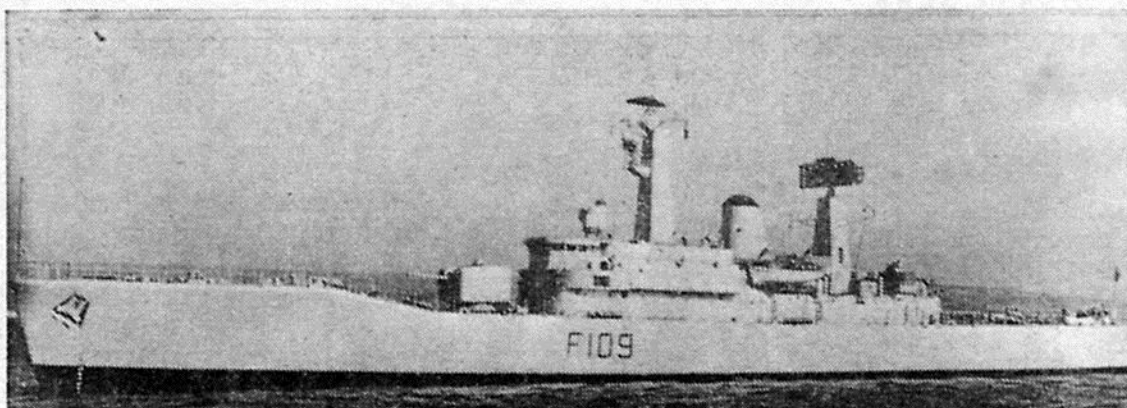
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Gifts from individuals and from Welfare Funds may be sent to the Treasurer (NN) Royal Sailors' Rests, 31 Western Parade, Southsea, Hampshire





H.M.S. Leander, a general purpose frigate of 2,800 tons (full load). Built by Harland and Wolff, at Belfast, between April 1959 and March 1963. She has a complement of 262 officers and men

## FOUR NATION SQUADRON IS A SUCCESSFUL EXPERIMENT

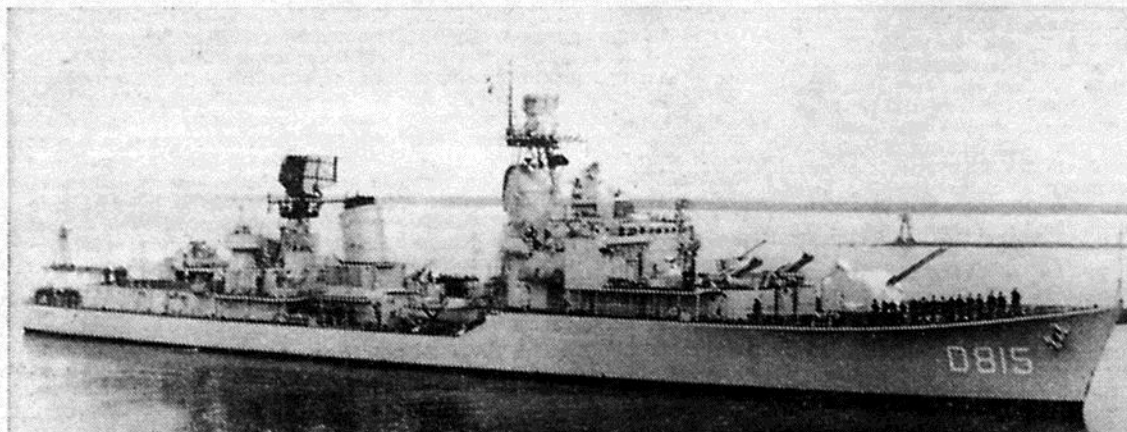
THE four nation NATO "Matchmaker" squadron, led by H.M.S. Leander, arrived at Portsmouth, on April 10, for a ten-day maintenance period, after intensive exercises at sea.

The squadron, which is under the command of Capt. D. V. M. Macleod, R.N., is composed of H.M.S. Leander (Cdr. T. A. C. Clack, R.N.); H.M.C.S. Columbia (Cdr. P. R. Hinton, R.C.N.); U.S.S. Hammerberg (Lieut.-Cdr. T. E. Lukas, U.S.N.); and H.N.I.M.S. Overijssel (Cdr. J. Fennema, R.N.I.N.).

Admiral Sir Charles Madden, C-in-C, Eastern Atlantic, sponsored the idea of forming this squadron to determine the problems, if any, which might be encountered when ships are required to use the base and logistic facilities of NATO nations other than those of their own nation.

Although ships of the NATO navies have operated for short periods for several years, this is the first occasion when ships have been required to operate for prolonged periods away from their national support facilities. Exercise "Matchmaker" began on February 18 and is due to end in mid-July.

Apart from Exercise Matchmaker being mainly a logistic exercise, the



H.N.I.M.S. Overijssel, an anti-submarine destroyer (3,070 tons full load) built between October 1953 and October 1957. She has a complement of 280 officers and men

## PORTSMOUTH AND THE ROYAL NAVY

To commemorate the Presentation of the Freedom of the City of Portsmouth to the Portsmouth Command, Royal Navy, on 7th May, and also the Bi-centenary Year of the launching of H.M.S. Victory, Gale & Polden Ltd. are proud to announce the publication on 4th May of a book entitled

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**Oliver Warner**



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four ships are testing and demonstrating their combined efforts in such skills as anti-submarine warfare; anti-aircraft warfare; destroyer tactics in support of carrier strike fleet operations, amphibious operations and convoy operations and co-ordinated usage of ordnance and electronics equipment. The exercise also provides opportunities to learn each other's methods of replenishing at sea and in port, and allows time for duties to be made on the possibility of standardising some types of equipment.

Capt. Macleod was enthusiastic about the exercise and his squadron and he said: "We want to find out if a NATO squadron can be as efficient after six months as it was when formed."

Immediately after the "Matchmaker" squadron was formed it took part in the NATO exercise "Pilot Light" which lasted three weeks, and since then the squadron has exercised at sea and in conjunction with the Joint A/S Warfare School at Londonderry.

When the squadron leaves Portsmouth it is to visit Denmark, Holland, France and Portugal and then to cross the Atlantic to Canada and the United States.

#### NO INTERCHANGEABILITY

Capt. Macleod said that there was enthusiasm in all four ships and there was every sign of a successful experiment. The Squadron Commander emphasised that the squadron has no connection whatever with the proposed Multi-Lateral Force. He has a staff consisting of one officer from each participating nation, but the ships operate as national units with the group, and each is manned entirely by officers and men of its own nation. Apart from the odd petty officer or so there is no interchangeability.

Strong friendships have sprung up between the officers and men of the various ships of the squadron, friendships which Capt. Macleod felt sure would continue.

The visit to Portsmouth is an operational one, but the Lord Mayor of Portsmouth gave a civic reception on April 14 and the host ships to the squadron entertained the visitors.

H.M.S. Londonderry rammed a dockyard jetty when manoeuvring in Portsmouth Harbour on April 20. There was slight damage to the frigate's bows.

## Voluntary Association now 80 years old

EIGHTY years ago a voluntary Association was formed to assist ex-Regulars of the Armed Forces to obtain suitable employment. This Association is still in being and is known as the National Association for Employment of Regular Sailors, Soldiers and Airmen, with the short title, Regular Forces Employment Association.

It is still a voluntary Association and is supported by funds from the Ministry of Defence, the Royal Naval Benevolent Trust, the Army Benevolent Fund, the Royal Air Force Central Fund, and by donations from commercial companies and private individuals.

The Association has 48 branch offices throughout the British Isles, each one of them staffed by ex-Regular personnel specially chosen

for their knowledge of industrial life and civil affairs.

All ex-Naval men, with character assessments of not less than "Good" are eligible to join the Association at any time and to become Life Members for so long as they retain their "Good" characters in civil life. The addresses of the Branch Offices may be obtained from all Instructor Officers. They are also frequently published in the monthly issues of the Services Resettlement Bulletins supplied to ships and establishments. These bulletins contain a wealth of information and guidance for men contemplating entry into civil life.

## RATING COMMENDED FOR COURAGE

A YOUNG Royal Navy rating who dived into the sea to search for survivors after an aircraft crash in the Far East has been commended for his courage in a Special Order of the Day by the Commander, Far East Fleet, Vice-Admiral F. R. Twiss, C.B., D.S.C. He is 25-year-old Radio Electrical Mechanic (Air) Arthur Bayliss, of Bridgwater.

In January he was on duty as the diver in the plane-guard helicopter of H.M.S. Victorious when a Sea Vixen aircraft crashed into the sea. The moment the helicopter reached the wreckage Bayliss dived into the water to search for survivors. He dived to 100 feet, the practical limit of his breathing apparatus, and only surfaced when his air was exhausted.

He was winched up into the helicopter when it was realised there were no survivors, and the helicopter was on its way back to the ship when a helmet was sighted in the water. Bayliss, despite his exhaustion and lack of air, re-entered the water to recover it, and in doing so swallowed fuel-contaminated water. When he returned to the ship he had to be kept in the sickbay suffering from exposure and fuel poisoning.

#### 'COURAGE AND SELFLESSNESS'

In his Special Order of the Day Vice-Admiral Twiss says: "Although, unfortunately, his efforts were in vain, I commend R.E.M. Bayliss for his courage and selflessness in his determination to attempt the rescue of the aircrew without regard to his personal safety, and in re-entering the water when exhausted and without air for his breathing apparatus."

Bayliss, who joined the Royal Navy in 1954 as a boy seaman, qualified as a shallow water diver in 1961. He joined the search and rescue flight of H.M.S. Victorious in July, 1963.

Although the subject matter of this article is concerned with the duty of the Association to assist naval men in their resettlement, it would be neither right, nor fair, to conclude without saying that the Royal Navy offers a good career—somewhat higher than that running parallel in civil life—to any man in any branch who has the ability, patience and determination to succeed.



## WHITBREAD TANKARD

cool, refreshing flavour





"I gotta horse." Ch.E.A. Horne auctions the runners at "Rothsay Park Races," watched closely by A.B. Lomas, Surg. Lieut. Wright and R.O.1 Capman. This is one of many diversions that keep those on board occupied during the weeks on patrol

## Rothsay's foreign leg packed with excitement

WHEN H.M.S. Rothsay returns to the United Kingdom on June 11, she will have been away from home for 11 months, a "foreign leg" packed with excitement, much steaming and incidents. As reported in the December issue of "Navy News," the frigate left the United Kingdom on July 16, 1964, and between then and the end of the year, she visited Key West, Nassau, Trinidad, St. Vincent, Barbados, Bequia, Puerto Rico, Georgetown, Grenada, Montserrat, Bermuda, Antigua, Jamaica, Belize, and the first visit to an American city, St. Petersburg.

At San Juan the Senior Naval Officer West Indies and his staff joined the ship from H.M.S. Decoy, and then came the trip to Nelson's Harbour, Antigua. The next stop was Montego Bay, Jamaica, followed by Grand Caymen where, despite a long boat ride, a large number of the ship's company attended a dance given for them on an open air floor that was "really swinging." One group en route to this place decided to take a taxi, and one man, noting the speedometer had a maximum of 110 m.p.h. asked the driver whether the old crate could manage this speed. One gathered from his white face and strained look of the other passengers that it did.

At Belize members of the lonely British garrison entertained those who managed to get ashore and the old phrase "a good time was had by all" seemed appropriate.

On the first day of the patrol three Cubans were picked up on the British owned Cat Cay, 50 miles east of Miami. They were handed over to the local authorities at Key West.

During a search of Anguilla, arms and ammunition were found and it

was decided to leave a Royal Marine detachment. This was a wise move for, two days later, four Cuban Activists landed and were taken into custody. The small 15-foot motorboat in which they had made their journey was confiscated and taken to Cat Cay, 180 miles away by Sub Lieut. O'Driscoll, in very bad weather. Rothsay took the four men to Nassau for trial.

Christmas was spent at Nassau, a 40-strong concert party from the ship giving a performance at the Princess Margaret Hospital. The patients were entertained by the Tiller-style dancing of the "Rothsay R.M. Cuties," the ship's steel band, by now in fine form, comedy and songs from the Electrical Division, ably assisted by Seamen and Royal Marines.

An amazing sight over Christmas in Nassau is the "Junkanoo" which dates back into obscurity. It is a parade which starts at 2.0 a.m. and finishes at 7.0 a.m., next day, and the bands and groups vie with each other to produce the most extravagantly

(Continued in column 3)



H.M.S. Caesar, leader of the 26th Escort Squadron. Built at Clydebank, the destroyer celebrated the 21st anniversary of her launching on February 14 this year

## H.M.S. CAESAR HAD A BUSY YEAR

THE first 12 months of H.M.S. Caesar's commission ended on March 15, and during the year the ship steamed 51,000 miles. Those on board are looking forward to June 24 this year when, all being well, the ship is expected to arrive at Portsmouth.

A look back over the year shows that there was plenty to do all the time. After commissioning on March 16, 1964, the sea trials and workup lasted from March 23 to May 23, with the odd week-end in Singapore and a three-day visit to Penang. May 23 saw the ship inspected and fully operational as Captain (D), 26th Escort Squadron (Capt. H. W. Hollins, R.N.). Most of June was spent patrolling off Tawau in Sabah, North Borneo. Thanks to the very hospitable 846 helicopter squadron and a certain amount of entertainment in Tawau itself, the few hours not spent on patrol were enjoyable. The return passage to Singapore was choppy and not appreciated by the contingent of Gurkhas who were taking passage. A few of the ship's company also retired for the duration.

### BANGKOK VISIT CUT SHORT

After more patrols Caesar, with Manxman and Loch Killisport, visited Bangkok. This city is recommended for its shrines, temples and Thai dancing. There was a friendly atmosphere and there were several sporting fixtures. It was with much regret that after four days the ship was ordered back to

Singapore at 28 knots to take up another patrol.

Late in August, in company with H.M.S. Victorious and H.M.S. Cavendish, Caesar sailed for Australia. The other ships went to Fremantle, but Caesar was detached to Bunbury, Western Australia. The two-day visit was most enjoyable and many private invitations were received and the pubs were the nearest thing to an English "local" that those on board had so far found.

During October the ship entered the floating dock at Singapore, the dockyard taking over and the ship's company moving into H.M.S. Terror for a much-needed break. Local leave was given and most of the people spent it at the Fraser Hill Centre, up country. Those who didn't, pounded the golf course—and their beds. There was a certain amount of sport and Caesar won the Small Ships' Hockey Cup by beating H.M.S. Berwick and retained it against H.M.S. Barrosa.

### TYPHOON DAMAGE

On November 11 the destroyer sailed for patrol duties and on November 16

for Hong Kong, but this first attempt to reach Hong Kong was thwarted by Typhoon Kate. The ship sustained some damage and it looked, at first, as if the ship was likely to have a second refit in two weeks, but repairs were effected in seven days. Sailing again on December 17, in the wake of H.M.S. Bulwark, the ship encountered more rough weather but reached Hong Kong on December 23, a day late. H.M.S. Bulwark, at one stage, thought Caesar had repeated her earlier performance and returned to Singapore.

Christmas and the New Year were enjoyed to the full, but the festivities were a little overshadowed by preparations for the Flag Officer Second in Command's inspection. However, with the co-operation of "Jenny and her girls" Caesar acquired a new coat and passed the inspection with flying colours.

After exercising with H.M.S. Victorious and other ships in the Subic area, Caesar made for Singapore. The day before getting there E.M. John C. Hughes died on board. He was buried with full military honours at the Ulu Pan Dang Military Cemetery on January 20.

### HELP—NOT WORDS

Profound regret was expressed on board but, as happens so very often in the Navy, his shipmates did not express their regret in mere words. At the subsequent sale of effects on board, approximately £1,400 was raised for his widow and family.

(Continued from column 2)

coloured uniforms and floats, all made by the locals, mostly from paper and straw. It is a sight and sound that can hardly be described in detail, but one which conveys a "Stereophonic impression of colour and sound," to coin a phrase. One member of the ship's company was adrift from leave because "I couldn't cross the street."

On New Year's Day the ship went at full speed to a deserted island in response to an urgent signal from a U.S. Coastguard plane which had sighted a man obviously in distress.

The distressed man was a Mr. William Hass who had been on the small island for a month without supplies of food or water. (This rescue was reported in the February issue of "Navy News.")

### SPORTING JOURNEY

A ten-day self maintenance period at Chaguaramas followed, when there were many opportunities for work and play of all kind. The main work was painting the ship, a job which was well done when the new Senior Naval Officer West Indies, Commodore H. H. Dannreuther, joined the ship.

Four days were then spent in Jamaica and then followed a trip to Bermuda where an industrial dispute had turned to violence. The Royal Marine detachment supported the police and the rest of the ship's company began "Operation Stevedore", unloading merchant vessels carrying essential cargoes. This was carried out by all concerned with a speed and efficiency that earned the praise and gratitude of many Bermudians.

Leave was, of course, restricted, but it gave the opportunity for great strides in the Painting and Models Competition. The exhibits were of great interest to all and the people concerned well deserved the awards that were made.

After a settlement in the dispute had been arranged, Rothsay relieved H.M.S. Relentless, a newcomer to the station and on her first patrol. That patrol passed without incident and at the beginning of March, Rothsay returned to Bermuda for maintenance, during which time the Captain, Cdr. R. S. Agar, R.N., was relieved by Cdr. A. F. R. Weir, R.N.

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